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USSR Report

TRANSPORTATION

No. 18

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AIR

FUEL CONSERVATION MEASURES IN CIVIL AVIATION

Moscow VOZDUSHNYY TRANSPORT in Russian 27 May 80 pp 1-2

("Excerpts" from a VOZDUSHNYY TRANSPORT "Round Table" discussion led by L. Tsesarkin and V. Shitov: "Save Every Gram of Fuel")

[Excerpt] In the economy of our country, civil aviation is one of the largest consumers of fuels and lubricants. For this reason, the problem of efficiently utilizing and saving aviation fuel is constantly given great attention.

Socialist competition in the effective and efficient utilization of fuel and energy resources has been widely developed within the industry. Aviators strive to provide for the shipment of the greatest number of passengers and the greatest amount of freight with the least expenditure of aviation fuel.

Year in and year out systematic work is carried out on improving the organization of flights, making the flight routes more direct and shortening the auxiliary, service and practice flying time.

All of this provides for a saving of scarce fuel. However, there undoubtedly are great hidden reserves. Each worker in civil aviation must feel that he is a zealous manager, must carefully use literally every gram of fuel and must investigate all new possibilities for saving aviation fuel. Many times there have been conversations about this on the boards of the Ministry of Civil Aviation, and it was also the subject of conversation at VOZDUSHNYY TRANSPORT's "Round Table."

Taking part in the discussion were: V. Stepanenko, chief of the Applied Scientific Administration Of the Ministry of Civil Aviation; V. Brykov, deputy chief of POL administration; A. Bondar', chief of the Domodedovo Airfield Maintenance and Repair Base; G. Yegorov and S. Skripnichenko, heads of State Scientific Research Institute of Civil Aviation departments; Ye. Markovich, department chief at NETs AUVD [further expansion not provided]; A. Shiukov, section chief at the State Scientific Research Institute of Economy in Aviation Fuel Expenditures in Civil Aviation; P. Bezdezhnykh,

deputy section chief at the Main Directorate of Economy in Aviation Fuel Expenditures; V. Ovcharov, Senior Flight Examiner of the Northern Caucasas Administration; and B. Pinkin, TU-154 pilot of the Vnukovo production association. The Domodedovo production association was represented by Navigator-Instructor V. Shuvalov, Senior Flight Engineer A. Sychev and IL-62 pilot S. Kirilyuk.

V. Stepanenko: "Fuel economy is the problem of problems. It is sufficient to recall that fuel takes up 30 percent of the cost structure per unit of transportation.

Very much is being done to raise fuel efficiency in civil aviation. Minister of Civil Aviation B. P. Bugayev's directive on fuel economy has been in effect in the industry for three years, and scientific research is being conducted on reducing fuel consumption in flight as well as on the ground. The economy of fuel and lubricants has become one of the chief indicators under conditions of socialist competition."

V. Brykov: "Workers in POL services understand very well the importance of this work and are constantly seeking reserves. For example, just by hermetically sealing the fuel-storage tanks and observing rules and standards for fuel storage at POL depots, a decrease in the inherent losses in the amount of 4,000 tons was achieved last year.

It should be said, however, that there still is not enough work being done in fuel economy when aircraft are prepared on the ground and while they are taxiing and waiting at the preliminary start, as well as while they are maneuvering and making the landing approach. This is when we waste a colossal amount of fuel!"

VOZDUSHNYY TRANSPORT: "Well, let us hear from the pilots and navigators."

B. Pinkin: "There are effective measures which we have begun to introduce recently. For example, the number of practice hours have been reduced through the efficient application of complex TU-154, TU-134 and IL-62 simulators with moving platforms. This provided an impressive economic effect. For only one aircraft, the TU-154, the airfield training program necessary to commission an aircraft commander has been reduced by 4 to 5 hours."

A. Sychev: "The running time for engines on the ground at the same airport amounts to 10 to 30 minutes. Since the IL-62 is able to take off 10 minutes after the engines have been started, why then do we waste another 20 minutes? Here is another fuel saving for you.

Here is where the question of close contact with air traffic control arose. Take, for example, a flight in the holding zone. It is indeed clear to everyone that the air traffic control must give an exact landing time to nonscheduled aircraft. When we completed the route from Moscow to

'Simferopol', we had to land at the Anapa reserve airfield. Then we took off for Simferopol' and spent 45 minutes in the holding zone because 10 aircraft simultaneously appeared over the airfield."

P. Bezdevezhnykh: "Let us return, as they say, to the very beginning. We must first of all learn how to accurately and correctly measure the fuel in an aircraft's tanks. The existing systems for this allow errors of 4 to 5 percent. For example, the aircraft system on an IL-62 makes it possible to measure only 72 tons, when the actual tank capacity is 76 tons. As it turns out, there are 4 tons that are not taken into account by anyone at all. A coordinated check of several units showed that 120 aircraft had fuel overages of 1 to 3 tons."

VOZDUSHNYY TRANSPORT: "Fuel is expended in transporting this overage, is it not?"

P. Bezdevezhnykh: "Of course it is! Due to the transport of this fuel 'overage,' the aircraft that fly out of Bykovo airport alone burn 40 tons of kerosine yearly.

I repeat that we must first set right our fuel calculations and conduct work in this area."

S. Kirilyuk: "For the accurate calculation of the fuel in the tanks we need only once in the entire service life of an IL-62 aircraft carry out a single calibration of the fuel system and record the results in the aircraft's individual characteristics. Is there anyone we have not addressed on this issue? We have addressed the Moscow Transportation Administration and Comrade Bondar', the chief of an airfield maintenance and repair base. It would seem that everyone is in favor of it! They are in word only, however. In reality, no one can—or wants to--do such a simple thing."

V. Shuvalov: "The question of accurate calculations is very acute for us. In order to use precision course instruments, you must have accurate calculations. As early as last year we turned all of our calculations on our flight routes over to the State Scientific Research Institute. They promised to provide us with a preliminary flight plan for several routes: Khabarovsk and Yelizovo [as published]. However, we still have no computations."

V. Stepanenko: "Incidentally, the refueling of aircraft and helicopters at operational points and at airfields—in particular, the calculation and measurement of the fuel that is used to fill the aircraft—is also a problem."

VOZDUSHNYY TRANSPORT: "Not so long ago many aviation enterprises and repair plants refrained from test-flying aircraft after replacing an engine. To what degree does this measure aid in solving the fuel-economy problem?"

A. Bondar': "Last year at the Moscow Transportation Administration 68 engines on IL-62 aircraft were replaced without test-flying the plane. As a result, the nonproductive operation of the engines was reduced by 272 hours, and the fuel saving amounted to more than 160 tons."

VOZDUSHNYY TRANSPORT: "What of the problems in fuel storage and the sediment in fuel and fuel oil? They have not been sufficiently worked out, either."

A. Shiukov: "The State Scientific Research Institute of Economy in Aircraft Fuel Expenditures is working on questions of fuel economy during maintenance and repair. Of course, that portion of the POL expenditures used for these needs cannot be compared to the fuel expenditures for the primary productive activities. A thrifty approach, however--where, how and how much we are using—is what makes it possible for us to reduce the nonproductive fuel consumption."

A. Bondar': "I would like to say a few words about the engines that we are putting into operation. In the overwhelming majority of cases they do not live up to those parameters that are recorded for them. Why, in service this amounts to tens of thousands of tons of scarce fuel."

A. Shiukov: "I wish to clarify this question. In actuality, the fuel consumption for many engines is increasing by 2.5 to 3 percent. This is a natural process; work is being conducted on reducing the fuel consumption for these engines."

VOZDUSHNYY TRANSPORT: "The straightening of flight routes is of great significance in saving fuel. The less distance, naturally, the less fuel consumed."

N. Markovich [name as published]: "Improving the structure of the air routes and organizing the air space in the area of the airfield is exactly what we are doing. Last year NETs AUVD concluded development of a new list of flight routes. In this list, they took into account the maximum correlation between the route to follow and the shortest distance, the altitudes that provide for the most economical flight regimes and parallel and one-way routes. Finally, they have taken into account the increase in air route density. This makes it possible for the crews to have extensive opportunities for selecting the best route, depending upon the expected weather conditions."

The new list provides for increasing the air-route network by 40 percent. According to our calculations, just three adjustments have already saved about 30,000 tons."

VOZDUSHNYY TRANSPORT: "Apparently, the research of the scientists at the State Scientific Research Institute of Civil Aviation is closely related to this work?"

S. Skripnichenko: "Yes, our institute has introduced recommendations on the most advantageous flight levels for TU-134, TU-154 and IL-62 aircraft. Research has been carried out and recommendations have been prepared for flights at reduced speeds. According to the flight-test data, we should obtain a rather great saving in fuel."

VOZDUSHNYY TRANSPORT: "A great economic impact is provided by stationary-start facilities. They ought to be introduced at all airports. Why has this not been done yet?"

P. Bezdezhnykh: "The enthusiasts are operating at the expense of those internal reserves that are allocated for aircraft servicing. I know that at all airports from Moscow to Magadan this work is entrusted to workers of the airfield maintenance and repair bases at the expense of their personal time. The time has come to solve this truly grandiose problem!"

A. Sychev: "I wish to add that we asked permission to lower the tail support on the IL-62 while taxiing, one minute before coming to a stop. We based our request solely on our knowledge of the equipment. It would not reduce flight-safety requirements in the least. This procedure is not permitted by the manual. Safety, however, would not be breached. The most experienced pilots and engineers fly on the IL-62. The economic impact from such a 'trifle' amounts to two minutes. For our enterprise alone this amounts to hundreds of tons annually."

V. Stepanenko: "Let us put this task before the specialists from the State Scientific Research Institute of Civil Aviation. Let them calculate everything properly and give their answer in the newspaper."

VOZDUSHNYY TRANSPORT: "Well, we will hope that our scientists will solve this question in the near future."

Now, is it possible for someone to say a few words about the role of the weather service? It indeed also influences fuel consumption since it makes great errors in forecasting."

B. Pinkin: "We all know that alternate airfields must be taken in the Moscow zone when the cloud cover is at 200 m and visibility is 2 km. For example, we are flying a TU-154. Vnukovo, Domodedovo, and Sheremet'evo forecast bad weather. We take the alternates—Riga, Borispol', Dnepropetrovsk. We look for any possibility of delivering the passengers on time. We have to take 3 extra tons of fuel at the minimum. This means that we do not take enough commercial freight."

We land in Moscow, and the weather there is excellent! For what, then, did we take the alternate airfields at an extra distance of 800 to 900 km?"

G. Yegorev: "So far, our conversation today has revolved around one side of the problem--the economical expenditure of fuel. Fuel can also be con-

served, however, by increasing each flight's commercial yield. Our operational services and aviation science have all the opportunities for doing so. I will cite such an example: having increased the commercial payload of the TU-154 by two tons, we may now curtail every tenth flight while maintaining the given freight volume."

VOZDUSHNYY TRANSPORT: "Let us now listen to what reserves of conserved fuel 'light' aviation has."

A. Ovcharov: "Of course, one cannot compare the AN-2's fuel consumption with the fuel consumption of airliners. Light aviation, however, may also fight for POL economy. In the meantime, we test the AN-2's engine twice. First the aircraft technicians start it up, then the crews. Why not test the AN-2's engine once in the presence of a crew member?"

A. Shiukov: "I wish to add to what Ovcharov said. Our institute has already developed recommendations for the optimum testing of AN-2 engines, optimum, that is, from the standpoint of fuel economy. They will soon arrive at the aviation enterprises."

V. Stepanenko: "Well, comrades, much has been said today. Let us summarize. In the first place, one of the directions in fuel economy is the introduction of new types of airplanes and helicopters. The introduction into service of just the IL-86 will make it possible for us to save hundreds of thousands of tons of fuel."

No less important a direction in fuel economy is the improvement in aviation equipment operation. Our institutes are working on this, and efficiency experts are introducing many valuable suggestions.

Now we are preparing to introduce mutual computations for refueling. Without a doubt, this will discipline the crews and contribute to fuel accounting.

Flight crew training programs are continually being improved. We all see how much less the crews fly in practice and how much more attention is being devoted to simulator training. The simulators, in turn, are also being improved. Work in this direction is being carried out at the State Scientific Research Institute of Civil Aviation and will continue in the future. Aviation equipment is getting better use. We have already been able to raise passenger occupancy to 81 percent. On individual routes of the Armenian Republic Production Association and the Georgian Civil Aviation Administration passenger occupancy has already gone to 90 percent!

Fuel economy is not a campaign, but the day-to-day, painstaking labor of workers in the industry, all together and each individually at the work place--this is our duty."

[159-9512]

MOTOR VEHICLE

BELORUSSIAN MINISTER OUTLINES PROGRESS, PROBLEMS

Minsk ZVYAZDA in Belorussian 19 Jul 80 p 2

[Article by ZVYAZDA correspondent M. Bury based on interview with A. Ya. Andreyev, Belorussian SSR minister of Motor Transport: "Smooth Rhythm for the Transport Conveyer"]

[Text] A rich harvest is ripening in the fields of this republic. But it is not enough to grow the crops. It is necessary to harvest the crops and deliver them without losses and in a prompt manner to the state granaries.

What is the attitude of the motor transport people toward this responsible job? Our correspondent M. Bury asked this question of A. Ya. Andreyev, Belorussian SSR Minister of Motor Transport. Here is his reply.

Indeed, during this year's harvest we are expecting intensive hauling of farm products to procurement enterprises in connection with a tight harvest timetable. This matter has already been discussed at a joint meeting of our ministry board and the presidium of this branch's republic trade union committee. Currently in progress is a review-competition to determine readiness of motor transport administrations to truck in the harvest. A republic commission to hold the review-competition has been approved. Commission members include top officials of the ministry's administrations and trade union activists. Similar commissions have been established in the motor transport administrations of all oblasts in this republic.

Vehicles will be made ready, holes and chinks in truck beds plugged, canopy covers made, and truck and trailer sides will be built up. This will make it possible to ensure not only that the grain remains in the truck during hauling but will also ensure fuller utilization of truck hauling capacity. Motor vehicle administration and motor pool service personnel have been selected and submitted for approval by oblast and rayon executive committees for inclusion on oblast and rayon operations and dispatcher staffs to direct and supervise the procurement-transport process.

The status of weighing equipment, loading and unloading mechanisms, roads and bridges, and access roads to threshing barns and grain delivery stations is being checked and inspected together with agricultural and procurement organizations, processing enterprises and their delivery stations, as well as the road maintenance people. Truck-trailer rig traffic routes will be designated and distances from loading to delivery points will be approved.

We must note, however, that development of centralized hauling of agricultural products in this republic is being hindered by a number of shortages. First of all, the delivery stations of all procurement ministries and agencies are short of loading-unloading equipment and scales for handling heavy trucks and tractor-trailer rigs. One out of every 10 grain delivery stations is unable to weigh and unload a tractor-trailer rig, while only a few kolkhozes and sovkhozes possess 20- and 30-ton scales, and half of the farms do not have loading hoppers. Such an abnormal situation prevails on many farms in Borisovskiy, Bileyskiy, Slutskiy and other rayons. Due to a shortage of harvesting equipment in the beet-growing oblasts, only approximately 35 percent of the sugar beet crop is being harvested by continuous-flow and continuous-flow-transfer methods. The delivery stations of Belkoopsoyuz, the Belorussian SSR Ministry of Trade, and the Belorussian SSR Ministry of the Food Industry for potato procurement have no equipment whatsoever for unloading and weighing tractor-trailer rigs and heavy trucks.

In past years there have been cases where tractor-trailer rigs have stood in line for hours at grain delivery stations, waiting for the lab technicians to determine the quality of the grain, especially seed grain and brewing barley. And yet it would be highly desirable if grain quality were determined directly on the farms. This would help to a considerable degree in reducing time spent at the delivery station.

All this also impedes adoption of other advanced methods in the hauling process, and particularly computer-calculated hour-by-hour timetables. Such schedules make it possible to establish smooth operating conditions for the enterprises of the various agencies in a unified process -- loading, transport and delivery of product. We have already amassed certain basic experience in this area. This year computer scheduling is greatly expanding.

We also intend to employ computer-produced hour-by-hour schedules in sugar beet hauling.

In short, a big job is in progress, and it is a matter of honor for those involved in the procurement-transport process to do everything possible to ensure that the field-threshing barn-grain elevator conveyor operates in a smooth manner according to schedule.

One of the factors making it possible to achieve a significant improvement in efficiency of vehicle utilization in hauling farm crops is the brigade contract. Last year the brigades of V. P. Maksimchuk of Rechitsa Motor Transport Combine No 5, I. K. Vavilovich of Bobruysk Motor Transport Column No 2410, R. K. Yarmushik of Grodno Motor Transport Combine No 1, R. V. Gonetskiy of the Molodechno Order of the Badge of Honor truck terminal, N. N. Antonovich of the Drogichin Motor Transport Column, plus many others worked on the basis of this method. They hauled to delivery stations grain, potatoes, sugar beets, fruits and vegetables and successfully met their pledges.

We should also mention the outstanding work done by the people at many grain products enterprises. They also met the pledges specified in the contractual agreements with the truck driver brigades. As a rule off-loading of grain was performed in a prompt and timely manner. Access roads were also put into proper condition.

Right now motor transport enterprises are making up the brigades which will be hauling the harvest. This year we are setting for ourselves the target of ensuring that the entire harvest is hauled exclusively by the brigade contract method. Of course it is necessary to ensure that the requisite conditions for obtaining meals and rest are provided for drivers hauling grain.

I should like to discuss a valuable initiative recently announced by Rygor Vasil'yevich Gonetskiy's truck driver brigade of the Molodechno Order of the Badge of Honor truck terminal. This brigade was the work force's first to begin competition for honoring in a worthy manner the 26th CPSU Congress.

Organizing its operations on the basis of hourly schedules, R. V. Gonetskiy's brigade pledged to deliver each day to the local grain products combine not less than 150 tons of grain, and 10,500 tons during the entire harvest period. This leading work force issued an appeal to all workers in agriculture and procurement organizations to ensure smooth truck loading and unloading operations and to promote extensive socialist competition to deliver the harvest to the homeland's granaries in a prompt manner and without losses.

The board of our ministry and the branch republic trade union committee gave their approval of this valuable initiative. We recommended that all motor transport administrations support the proposal of R. V. Gonetskiy's brigade and engage extensively in crop hauling competition.

The challenge and appeal issued by these leading workers met enthusiastic response on the part of this republic's motor transport workers. Work forces which will be hauling the harvest to the state's granaries have specified concrete measures to improve work organization. V. P. Maksimchuk's brigade of Rechitsa Motor Transport Combine No 5 consistently achieves good

results in hauling grain, potatoes and vegetables. In response to the appeal by R. V. Gonetskiy's brigade, the Rechitsa drivers pledged to deliver 8,000 tons of grain to the grain products combine from Loyevskiy and Rechitskiy rayons, to haul not less than 400 tons of grain each day. The motor transport workers of Vitebskaya, Brestskaya and other oblast motor transport administrations are also adopting upgraded pledges.

In conclusion I shall state that, as always, top harvest haulers will be rewarded. A bonus has been established for drivers who work two shifts hauling grain and sugar beets from the combines to procurement stations (two drivers per truck) and for ensuring uninterrupted truck operation of not less than 20 hours per day, in the amount of 20 percent of the basic wage. Drivers operating heavy trucks and tractor-trailer rigs will receive additional pay in the amount of 25 percent of the basic wage.

The Belorussian SSR Council of Ministers and the Belorussian SSR Trade Union Council have established challenge Red Banners and cash prizes for the harvest and harvest hauling period. The honorary title "Outstanding Performer in Motor Transport Hauling of Agricultural Products in the 1980 Harvest" will be awarded, together with award of oblast executive committee certificates. Our ministry will also award cash prizes to the four best motor transport administrations, which take the top places in hauling agricultural products. All these measures will help better organize the work of the transport conveyer and will promote delivery of the new harvest to the state granaries in a prompt manner and without losses.

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CSO: 1829

STATE OF ROAD-BUILDING REVIEWED

State, Party Decisions

Moscow PRAVDA in Russian 23 Apr 80 p 1

(Article: "In the CPSU Central Committee and the USSR Council of Ministers")

[Text] The CPSU Central Committee and the USSR Council of Ministers have adopted a decree, "Measures for Improving the Construction, Repair and Upkeep of Highways in the Country."

The decree notes that substantial work has been done in recent years to develop highway networks and to strengthen the operating-equipment base of the road activity. During the current five-year plan the construction of a number of important arterial roads has been completed and a number of others have been rebuilt.

At the same time, highway construction lags behind the national economy's requirements.

The network of well-built roads that have improved topping, especially in the RSFSR, has not been developed sufficiently, and the operating condition of the roads does not meet the rising traffic intensity and load-carrying capacity of automotive transport. There are serious deficiencies in the repair and upkeep of highways.

Road equipment manufactured by the Ministry of Construction, Road and Municipal Machine Building and by the Ministry of Heavy and Transport Machine Building does not meet the road activity's requirements as to product mix and unit capacity.

Certain local party and soviet organs pay little attention to developing the road activity and to improving the road workers' working and living conditions, they do not fully use existing opportunities for expanding the construction of local roads, and they do not extend adequate assistance to primary party organizations and to operating managers of enterprises of

that branch of the economy is intensifying work with personnel and introducing advanced experience.

Considering that highways are acquiring ever greater economic and social importance and proceeding from the requirements of the November 1979 Plenum of the CPSU Central Committee about improving transport work, the CPSU Central Committee and the USSR Council of Ministers have deemed that it is necessary to basically complete by 1990:

the creation of a support grid of arterial highways with improved topping that will provide reliable highway communications between large economic regions and communities of the country; and

the construction of highways that will connect regional centers and central kolkhoz and sovkhoz farmsteads, primarily in the Nonchernozem Zone of the RSFSR.

The task of introducing into operation 80,000 km of highways, including 11,000 km of national and republic highways, has been established for 1981-1985. It is planned to construct and rebuild a number of the most important highways in 1981-1990.

The decree calls for regularizing the planning and financing of expenditures for development of the road activity.

It is planned to allocate the materials, vehicles and mechanisms necessary for the construction, reconstruction and upkeep in 1981-1985 of highways that are under the management of Union-republic councils of ministers.

The CPSU Central Committee and the USSR Council of Ministers have charged:

The Ministry of Transport Construction--with refining, in coordination with Union-republic councils of ministers and interested USSR ministries and agencies, a master plan for developing the network of national and republic highways and for submitting it to USSR Gosplan for approval;

The RSFSR Council of Ministers--with developing, with the participation of interested USSR ministries and agencies, and with approving, in coordination with USSR Gosplan, an integrated program for road construction in the RSFSR;

The USSR Ministry of Construction Materials Industry--with developing, with the participation of interested USSR ministries and agencies and Union-republic councils of ministers, and with approving in 1980, measures for increasing the production of high-strength crushed rock, with a view to meeting fully the requirements for construction and repair of highways during the Eleventh Five-Year Plan, taking into account the output produced by road organizations;

The Ministry of Construction, Road and Municipal Machine Building and the USSR Ministry of Highways--with developing, with the participation of

integrated union-ministries and agencies and union-republic councils of ministers, and with presenting in 1980 to USSR Gosplan and USSR Gosstroy, proposals for developing capacity for the production of highly productive systems of road-building machinery, mechanisms and equipment of increased unit capacity needed for the integrated mechanization of technological processes used in the construction and operation of highways, and for reducing manual labor in road work;

USSR Gosplan--with specifying, beginning with 1981, allocation to the USSR Ministry of Highways of the number of dump cars required for hauling the quarried materials needed to support highway construction in the Nonchernozem zone of the RSFSR and also the road construction that is being accomplished by aforesaid ministry;

The Ministry of Chemical Industry, USSR Gorbank, the USSR Ministry of Internal Affairs and RSFSR Ministry of Highways--with developing in 1980 and executing in 1981-1985 measures for increasing the production and shipment to union-republic road organizations of the materials necessary for marking roads and building ancillary facilities, light-reflecting tape for the manufacture of road signs and indicators, and fabric for coveralls;

The USSR Ministry of Communications and the Ministry of Industrial Means of Communications--with developing in 1980 and executing in 1981-1985, jointly with councils of ministers of the RSFSR and the Ukrainian, Belorussian and Moldavian SSR's, measures for organizing and developing operational telephone communications on the following highways: Moscow-Minsk-Brest, Moscow-Kiev-Kishinev-Lezhany, Moscow-Khar'kov-Sinferopol', Moscow-Leningrad-Vyborg-Torzhok and Kiev-L'vov-Chop;

The Ministry of Instrument-Making, Automation Equipment and Control Systems, the USSR Ministry of Internal Affairs and the RSFSR Ministry of Highways--with developing in 1980, jointly with union-republic councils of ministers, measures for increasing the production in 1981-1985 of instruments and equipment for mobile automotive laboratories for evaluating the quality of road-building operations and the condition of highways and for determining traffic regimes for them;

The Ministry of Transport Construction--with developing, with the participation of union-republic councils of ministers, and with submitting in 1981 to USSR Gosstroy and to the State Committee of the USSR on Science and Technology for approval, an integrated program of scientific research in the field of road construction up to 1990 that calls for the development of progressive technology for building roads and the application of effective and nontraditional materials and the utilization of wastes and similar products of production in road construction;

Union-republic councils of ministers--with developing and executing in 1981-1985 measures for a rise in the transport-operation qualities of highways, for observance of the standards for service time between repair of highways, and for development of networks of automotive-service enterprises

on the roads; and with stipulating allocation of the necessary monetary and material resources for these purposes;

the USSR Ministry and the USSR State Committee for the Timber Industry--with developing, jointly with the USSR Ministry of Agriculture and Union-republic councils of ministers, and with approving in 1981, recommendations for the expansion in 1981-1985 of the construction of facilities for national and republic highways with snow-protective forest belts, with a view to reducing the expenditure of energy and labor for winter maintenance of these roads;

The USSR Ministry of Petroleum Refining and Petrochemical Industry, the Ministry of Heavy and Transport Machine Building and the Ministry of Railroads--with developing in 1980 proposals for improving in 1981-1985 the production of asphalt of improved road grades and for the rational distribution and transporting thereof; and USSR Gosnab and USSR Gosplan--with considering these proposals when working out draft plans;

Union-republic councils of ministers--with developing in 1980 measures for retaining personnel and improving the social and living conditions of workers engaged in the construction, repair and upkeep of highways, and with presenting them to the USSR State Committee for Labor and Social questions, the USSR Finance Ministry and the AUCCTU; and

The USSR Ministry of Finance--with developing, with the participation of union-republic councils of ministers, and with approving in 1982, norms for the expenditure of monetary resources for the repair and upkeep of highways for common carriers.

The Central Central Committee and the USSR Council of Ministers have required the central committees of Union-republic communist parties, the party's kray and oblast committees, the councils of ministers of Union and autonomous republics and the executive committees of kray and oblast councils of people's deputies to consider as one of their most important tasks the execution of an integrated set of measures for mobilizing internal reserves that will accelerate construction and introduction into operation of highways, by concentrating available material and financial resources and by improving the technology and organization of production; to pay attention to raising the quality of road construction, improving organization of the repair and upkeep of roads, developing the operating-equipment base of road organizations, and strengthening them with worker and specialist personnel; and to achieve wide introduction of modern technological ways and methods for organizing labor and propagation of the brigade contract and other progressive forms for organizing labor in road operations.

Importance Stressed

Moscow **IZVESTIYA** in Russian 24 Apr 80 p 1

[Editorial: "Develop the Country's Highways"]

(text) Roads are rightfully called the economy's arteries. Transport has always played an important role. And right now, when industry is growing rapidly and specialization and cooperative arrangements are intensifying, its importance increases still more. Annual transport haulage truly is measured in astronomical amounts. Automotive transport has been further developed during the Tenth Five-Year Plan, along with rail, water and pipeline transport. During these years the construction of a number of important arterial roads has been completed and reconstruction has been conducted on others. The operating-equipment base of the road activity has been strengthened.

However, the national economy's requirements for transport hauling are rising faster than the road network is developing. Because of growth of the economy and the birth of new regional production complexes, freight flow has increased during the five-year plan and the strain on transport arteries has risen. Meanwhile, the network of well-constructed roads that have improved topping, especially in the RSFSR, is not sufficiently developed, and the operating condition of the roads does not correspond to the rising traffic intensity and load-carrying capabilities of automotive transport. There is a need to improve the organization of repair and upkeep of highways. Progressive technology for building roads is being developed slowly, effective nontraditional materials are not being used adequately in road construction, the standard service life between road repair is not always being observed, and the transport-operation qualities of highways are being raised slowly.

"The situation in transport must be changed for the better in the near future," Comrade I. I. Brezhnev pointed out at the November 1979 Plenum of the CPSU Central Committee. "But this is not enough to solve transport's problems, if the long term is considered. It is necessary to develop a long-term integrated program for developing transport that will incorporate the best achievements of scientific and technical thought. This program will be called upon to cover questions of developing and linking up all types of hauling."

The integrated solution of questions of building, repairing and maintaining highways in the country is called for by the decree of the CPSU Central Committee and the USSR Council of Ministers that was adopted a couple of days ago. Considering that highways are acquiring ever-greater economic and social importance, and proceeding from the requirements of the November 1979 Plenum of the CPSU Central Committee with regard to improving the operation of transport, the CPSU Central Committee and the USSR Council of Ministers recognized that it is necessary to complete basically by 1990 the creation of a support network of arterial highways with improved topping that will provide reliable highways communications between the

country's large economic regions and communities and to build highways that will connect up regional centers and the central farmsteads of kolkhozes and sovkhozes, primarily in the RSFSR's Nonchernozem Zone. During the Eleventh Five-Year Plan, 80,000 km of highways will be put into operation and the reconstruction of a number of the most important roads is planned. The development of an integrated program of road construction in the RSFSR has been directed.

The decree, "On Measures for Improving the Construction, Repair and Upkeep of Highways in the Country," charges Union-republic councils of ministers with developing in 1980 measures for the retention of personnel and with improving the social and living conditions of workers engaged in the construction, repair and upkeep of highways, and the USSR Ministry of Finance with developing and approving norms for the expenditure of monetary resources for the repair and upkeep of common-carrier highways.

Development of the country's road net is an important national-economic task. It is the duty of ministries and agencies to conduct timely work to develop their production capacity and to create highly productive systems of road-construction machines, mechanisms and equipment of higher unit capacity for integrated mechanization of the operating processes of building and operating highways, and to insure a reduction of manual labor in road work.

It is an immediate duty of soviets of people's deputies to undertake monitoring of the execution of measures for speeding up construction and introduction into operation of highways by concentrating available material and financial resources and improving the technology and organization of operations. Special attention should be paid to the quality of road construction, to improving the organization of repair and maintenance of roads, to developing the operating-equipment base of road organizations, and to strengthening them with cadres of workers and specialists. Labor collectives should introduce widely modern technological ways and methods for organizing labor and for spreading the brigade contract and other progressive ways of organizing work to road operations.

Steady development of the highway network and persistent strengthening of the operating-equipment base of the road activity will speed up the movement of the national economy's freight for the five-year plan. The fulfillment of plans and socialist commitments for laboring collectives in other branches of the national economy depends upon how successfully this task is solved.

Novgorodskaya Oblast

Moscow PRAVDA in Russian 12 May 80 p 2

[Article by K. Aksenov (Novgorodskaya Oblast) and comment by RSFSR Ministry of Highways A. A. Nikolayev: "The Road to a Backwater"]

[Text] The CPSU Central Committee and the USSR Council of Ministers decree, "On Measures to Improve the

"Construction, Repair and Upkeep of Highways in the Country," pointed to the necessity to introduce modern operating ways and methods for organizing work and to disseminate the brigade contract and other progressive work forms. Certain experience of this sort has been gained in the Novgorod Production Administration for the Construction and Operation of Highways, whose collective was awarded the challenge Red Banner of the CPSU Central Committee, the USSR Council of Ministers, the AUCCTU and Komsomol Central Committee and was recorded on the All-Union Honor Roll at the VDNKh SSSR [Exhibition of Achievements of the USSR's National Economy] for 1979 work results.

Once we reached Novaya Derevnya during the fall flooding. Well, the way was lively. The vehicle was shaking along the slippery, well-traveled rut, the driver glancing warily from time to time at the pits filled with clayey water....

And now a couple of days ago I rode the same route--and I could not believe my eyes. The grooves and ruts were hidden under asphalt, and instead of wooden planking over streamlets and rivulets, new reinforced-concrete bridges had been thrown over them. A wide highway that "works" all the year had been laid to Sovkhoz Nalyuchi. Motor vehicles rushed along it, bringing the products of fields and livestock departments to town, and they returned from the village with fertilizer, building materials, commodities and vehicle spare parts.

"Now, it is as if our 'backwater' has been moved closer to town," remarks N. Nikitina, the farm's director. Nina Nikolayevna considers introduction of the road into operation almost the most important event of the past year. And that is not by chance. She knows what enormous harm the lack of a developed road inflicted upon the farm's economy, how much valuable output was lost because it was not shipped out in time.

In recent years asphalt has been laid not only to Novaya Derevnya but to many remote villages of the oblast. All the central kolkhoz and sovkhoz farmsteads have now been connected with Novgorod by good roads. The road network has been expanded in the last 4 years by 515 km--about 1.5-fold more than during the preceding five-year plan. Twenty bridges have been built, doing away with the need for four ferry boats across rivers. These good changes are to a great extent the result of the labor of the Novgorod Production Administration for the Construction and Operation of Highways.

Twenty years ago Z. Dryanitsyn was in charge of this collective. But even he, a former roadworker, at first was lost: it had been almost impossible to ride to most of the villages and hamlets. Many kolkhozes and sovkhozes could be reached only by tractor. But now there are 6,000 km of vehicle roads in the oblast. Asphalt highways alone that lead to rural localities have been extended by almost 1,200 km. How was this achieved?

"primarily," Z. Dryanitsyn points out, "they undertook to construct their own base. Fairly high-powered administrations were established in four large rayons and road sections were created in the others. Now we have 12 asphalt-concrete plants, 3 quarrying administrations, our design office, and a special organization that is occupied with problems of supplying complete sets of equipment."

In 4 years, 102 million rubles were invested in building the oblast's highways, almost 20 million more than during the Ninth Five-Year Plan. New asphalt arteries were laid to remote settlements, livestock complexes and livestock departments. Sidewalks also appeared in villages, landing strips for agricultural aviation were built, and so on. In the past year almost 29 million rubles have been assimilated, twice as much as 5 years ago.

"Primarily, we are organizing people's work in a somewhat different way," says chief of the administration's Economic Planning Section V. Novgorodskiy. "We are relying more on the strength of the brigade contract."

At the start, an experimental brigade in which roadworkers and drivers worked was outfitted at the Okulovskiy section. The collective undertook a contract for asphalting the Kresttsy-Borovichi road. The facility had been turned over ahead of schedule with a good evaluation, and no few sums were saved. Shortly thereafter, 28 more brigades were familiarized with the progressive method of work. They have assimilated almost half of the funds allocated for construction and installing operations.

Cost accounting is persuading everyone to search for more economical methods for laying roadbed, meaning not just a thrifty attitude toward cement, asphalt, crushed rock and other materials. So this question arose: cannot the road be built cheaper through the wide use of local materials? It turned out that it could. Eight rock crushers were put into service. Specialists reconnoitered for new deposits for rock to crush--in certain places it proved to be of high quality. They learned to treat the rock with asphalt and tar. The highway's base course has become firmer and more durable.

Today Novgoroders are digging out three-fourths of their materials from local sources. Economically, of course, this is very profitable. Important also is the fact that the builders depend less upon outside suppliers.

Having become convinced of the advantages of cost accounting, they went further: last year a variant of the contract was tried out at a large superintendent's section. Why was this important? A road, it is understood, is not born all at once. Before the machine wets it with asphalt, trees have to be felled, stumps have to be grubbed out, pipes have to be laid and bridges built, and the road's roadbed and base course have to be built. Previously, a special brigade carried out each of these operations. The collectives worked in isolation from each other, showing no interest in their neighbors. It happened that some were idled by others

because of mistakes. What was to be done? Again, the Zlobin method came to the rescue.

Experience in its application at the section that superintendent V. Verofeyev managed was generalized. What did it teach? First, the amount of work grew sharply: the collective undertook construction of a job at a budget-estimated cost of more than 800,000 rubles. Coordination and precision were increased, and various losses were decreased. An opportunity appeared to manipulate the equipment and to reinforce key production points where trouble began to show. Everyone was motivated to carry out the task more quickly and at less expense. Thus the Pola-Novaya Derevnya road was turned over with a good evaluation ahead of time, and 44,000 rubles were saved. According to the agreement, part of this sum remained with the builders as an incentive for diligence.

Several superintendent sections are now assimilating the useful experience. They are being equipped with new machinery, and cost-accounting tasks and contract agreements are being readied.

The tasks of the oblast's roadbuilders are not easy--they are to build 260 km of new roads and to overhaul a nearly equal amount of road. More than 150 km will be black-topped. Another 12 central kolkhoz and sovkhoz farmsteads will be connected with the highway, and the "backwater" will become still closer to town.

The Minister Comments

The collective of Novgorod Administration roadworkers, reported RSFSR Minister of Highways A. A. Nikolayev, is one of the advanced ones in our ministry's system. For 2 years in a row it was recognized as the winner in the All-Union competition, and many brigades and workers have completed their five-year plans ahead of schedule. Working under conditions equal to those of other oblasts, construction here is going more rapidly, and goals are being surpassed substantially. How do the Novgoroders succeed?

First of all, they actively strengthen the production base. During the Tenth Five-Year Plan the number of asphalt-concrete plants doubled. Administrations and sections are constructing repair shops and garages, as well as housing and facilities for cultural and personal-services purposes. It is good that local party and soviet organs constantly help them in this matter.

It is especially valuable that the Novgoroders are using local resources well for making building materials, and they are effectively using the brigade contract, a system of moral and material incentives that produces results. And what's more: they themselves are doing much design work.

During the first 4 years more than 5.2 billion rubles were assimilated in the RSFSR, 38,500 km of hard-topped road was introduced into operation--and these figures were above the plan. Attention is being given to

local roads. However, in many kraia, autonomous republics and oblasts, the lack of roads is making itself felt. While, let's say, the construction of roads with hard-topping is, in essence, being completed in Novgorodskaya, Pskovskaya, Gor'kovskaya and Vladimirskaya oblasts, about half the roads in Kostromskaya and Arkhangel'skaya oblasts and in Karelia are in need of reconstruction. Several times per year, especially during the fall flooding, communications with the backwoods here is cut off, and the shipment of the products of fields and farm departments are delayed.

Is there a potential for building more rapidly? Indisputably. The achievements of the best collectives testify to this. Right now the ministry is taking measures to propagate the advanced workers' experience widely, exploration for and the development of new quarries, the production of less expensive local materials, and the introduction of the contract are assigned a special role. The experience of the cooperating cost-accounting brigades of Heroes of Socialist Labor V. Gol'tsov from Altay and S. Banin from Vologodskaya Oblast has been generalized and approved.

Of course, not every kilometer of new road is produced easily by our workers. The work is mainly seasonal; at times they have to stay for weeks at distant facilities that are far from home and family. We are trying to see to it that the necessary working and recreation conditions for people are created.

In the concluding year of the five-year plan, a commitment to build 9,400 km of road and a large number of bridges in the republic was adopted. The work will be strenuous. The CPSU Central Committee and USSR Council of Ministers decree contemplated a concrete program for improving the construction, repair and upkeep of roads in the country. It is inspiring road workers to new labor successes.

'TASS' Report

Moscow SOVETSKAYA ROSSIYA in Russian 4 Jun 80 p 2

[Article (TASS): "How Are the Roads Being Built?"]

[Text] In the Commission for Transport and Communications of the RSFSR Supreme Soviet.

How is the program for the construction of highways being carried out during the current five-year plan? What has been done to carry out the appropriate recommendations of the standing commissions of the RSFSR Supreme Soviets that were adopted in light of the decisions of the 25th CPSU Congress and the decree of the CPSU Central Committee and the USSR Council of Ministers, "On Measures for the Further Development of Agriculture of the Nonchernozem Zone of the RSFSR"? These questions were discussed during a session of the Commission for Transport and Communications of the Russian Federation Supreme Soviet that convened 3 June in Moscow.

The deputies analyzed comprehensively the work of the republic's Ministry of Highways and the All-Russian Association of Interkolkhoz Construction Organizations. Chairman of the commission Deputy N. M. Ivanitskiy led the session.

RSFSR Minister of Highways A. A. Nikolayev and administration chairman V. M. Vid'yanov of Roskolkhozstroyob'yedineniye [All-Russian Association of Interkolkhoz Construction Organizations] presented reports, and commission member Deputy A. V. Skripnikov presented a supplementary report. It was noted that the first 4 years of the five-year plan saw the material and equipment base of the road activity strengthened, about 500 million rubles having been invested in its development, and housing and living conditions for blue-collar and white-collar workers were improved.

At the same time, as was noted in the reports and speeches, the status of the road net in some oblasts and autonomous republics of the zone still does not meet the requirements that have been presented, and this holds back development of agricultural production. Roskolkhozstroyob'yedineniye--one of the main subunits responsible for the construction of on-farm roads of Nечернозем'ye [the Nonchernozem Zone of the RSFSR]--has permitted a major lag.

The deputies criticized the RSFSR Ministry of Agriculture for weak organization of construction of on-farm roads and the RSFSR Ministry of Construction Materials Industry for nonfulfillment of plans for furnishing road organizations with rock materials.

The commission adopted a decision aimed at eliminating these deficiencies. It paid major attention to further improvement of the organizational work of soviet organs and of road and agricultural organizations in developing Nечернозем'ye's road network.

Secretary of the RSFSR Supreme Soviet Presidium Kh. P. Neshkov took part in the commission's work.

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MOTOR VEHICLE

AUTOMOTIVE SECTOR'S ROLE IN TRANSPORTING HARVEST PRODUCTS

RSFSR Deputy Minister Comments

Moscow AVTOMOBIL'NYY TRANSPORT in Russian No 5, May 80 pp 1-3

[Article by N. Nikanorov, deputy RSFSR minister of motor vehicle transportation: "Use Our Skill and Experience in the 1980 Harvest"]

[Text] The Central Committee of the CPSU and government are working constantly to further the development of our country's agriculture and increase the production of agricultural output. Practically all sectors of the national economy are participating in this nationwide cause. One of the principal participants is motor vehicle transportation, without which no agricultural subdivision could work.

Motor vehicle transportation becomes especially important during the period of gathering the harvest and laying in agricultural products. During harvest time motor vehicle transportation is given a highly difficult task, not just to see that farm products are hauled quickly and without losses, but also to insure that all the harvest machinery in the fields works without interruption.

Hundreds of thousands of harvest units, loading and unloading machines, motor vehicles, and tractors belonging to different departments as well as many collectives of agricultural, motor vehicle transportation, Sel'khoztekhnika, procurement, processing, and trade enterprises and organizations are drawn together to gather the harvest. Therefore, the level of organization and management of the work of this machinery and these machine operators is a measure of the success of timely and high-quality harvesting.

For several years now the RSFSR Council of Ministers has given the RSFSR Ministry of Motor Vehicle Transportation complete operational control of all motor vehicles involved in gathering the harvest regardless of their departmental affiliations. To do this job the ministry each year forms a central headquarters and a far-flung

network of dispatcher services and shipping control groups, points, and centers at kray, oblast, and rayon executive committees and also right at the kolkhozes, sovkhozes, and product receiving and processing points.

Thus, during the harvest period there is a single centralized system for control of transportation which creates the prerequisites for using progressive forms and methods of shipping and raising the efficiency of use of transportation. This system of motor vehicle transportation control has been introduced in the 52 primary grain and beet growing autonomous republics, krayas, and oblasts of the RSR; it is used especially well in Orenburgskaya, Saratovskaya, Rostovskaya, Kuybyshevskaya, and certain other oblasts.

In recent years the ministry and its subordinate transportation administrations have developed and successfully applied various progressive forms and methods of organizing transportation and procurement work during the harvest period.

Last year centralized planning and control of grain shipping from threshing floors to grain-receiving enterprises based on computers and modern communications equipment was introduced in 124 rayons of 26 different oblasts. This technique was developed and first tested in Saratovskaya Oblast by the motor vehicle transportation workers of the Volga Territorial Transportation Administration with active participation by local Soviet and party bodies.

They set up shipping control centers, and each day the kolkhozes and sovkhozes submit requests for hauling grain from the threshing floors to grain-receiving points for the next 24-hour period. The motor vehicle detachments give the control centers information on vehicles that are ready for work. These operational data are coordinated with the capabilities of the grain-receiving points for receiving grain (by grade) and transmitted along communication channels to the computer center where the computer is used to draw up schedule-assignments for dispatching, hauling, and receiving grain. These schedules are delivered to each participant in the transportation and procurement process and their fulfillment is checked by employees of the dispatcher points at the threshing floors and grain-receiving enterprises.

The use of this method made it possible to raise the productivity of motor vehicle transportation by an average of 50-80 percent where it was introduced (Bashkirska ASSR, Krasnodarskiy and Stavropol'skiy krayas, Kuybyshevskaya, Orenburgskaya, Voronezhskaya, Novosibirskaya, Saratovskaya, and other oblasts).

The brigade contract is universally known and widely used for hauling agricultural products. It was first introduced by motor vehicle workers in Rostovskaya Oblast for gathering the 1975 harvest. The contract of cooperation concluded among collectives of drivers,

agricultural workers, and employees of procurement organizations to perform specific obligations makes it possible to achieve maximum labor productivity in each sector.

During the 1979 harvest 4,700 brigades containing 56,000 motor vehicles and 63,000 drivers worked on the brigade contract method. The daily output of each motor vehicle in these brigades was 50-80 percent higher than the average output of other transportation participating in the harvest.

The brigade method was used most broadly and efficiently for the harvest in Krasnodarskiy Kray, the Bashkirskaya ASSR, and Rostovskaya, Orenburgskaya, Saratovskaya, Voronezhskaya, Kuybyshevskaya, and other oblasts. In some regions the method has been further refined. Last year, for example, certain brigades of the Bashkir Transportation Administration concluded contracts for full service to kolkhozes and sovkhozes. Under this system the driver brigade leader is a kind of manager of all transportation involved in the harvest at the particular farm, including the tractors and motor vehicles belonging to the kolkhoz or sovkhoz itself. The vehicle transportation workers of the North Caucasus Territorial Transportation Administration are switching from organizing service to individual farms by contract brigades to the practice of hauling agricultural products on the basis of a contract that covers entire rayons.

The RSFSR Ministry of Motor Vehicle Transportation has now developed a number of practically tested and efficient methods of centralizing the transportation of all major agricultural products. Broad introduction of these methods, in our opinion, makes it possible to solve the problems of hauling the harvest even in bad weather. This is especially important in the harvest of sugar beets, potatoes, and vegetables.

For example, the load transferring method of harvesting and hauling sugar beets makes it possible to deliver the harvested beets quickly to pits near paved roads using tractors, and then to organize timely clean-up and planned delivery to beet-receiving points on schedule making maximum use of mechanized equipment. This is confirmed by the experience of several transportation administrations (in particular Belgorod), whose engineering-technical workers and leading drivers have shown initiative in improving centralized hauling of sugar beets.

In many beet-growing autonomous republics, krays, and oblasts such as the Tatarskaya ASSR, Altayskiy Kray, and Kurskaya, Voronezhskaya, Tambovskaya, and Ryazanskaya oblasts, transportation administrations and agricultural enterprises are not making broad use of this progressive method, and as a result most harvested beets lie in the fields in small piles for a long time waiting for clean-up. During the beet loading process caterpillar tractors tow trucks through the

planted fields, which causes premature wear on vehicles and prolongs beet hauling times, resulting in harvest losses. In these oblasts the pace of beet hauling in fact depends on whether the kolkhozes and sovkhozes have caterpillar tractors to tow the trucks.

In Rostovskaya, Volgogradskaya, Astrakhanskaya, and certain other oblasts transportation administrations have introduced technology developed by the ministry for centralized hauling of potatoes and vegetables from the fields in containers. Work is underway to increase the volume of shipping of fruit and vegetables from the rayons of the North Caucasus and Volgogradskaya and Astrakhanskaya oblasts to Moscow, Leningrad, and other industrial centers.

In support of these shipments the RSFSR Ministry of Motor Vehicle Transportation, the RSFSR Union of Consumer Societies, the RSFSR Ministry of Trade, and the RSFSR Ministry of Agriculture issue joint orders each year which set the volumes and delivery time for fruit and vegetables and regulate steps toward productive use of refrigerator trucks and preservation of the produce. Last year 1,110 refrigerator trucks and 450 stake-bed truck trains were used for this shipping. They made about 10,000 trips and carried more than 80,000 tons of fruit and vegetables.

But the development of centralized potato and vegetable shipping using containers and the development of interoblast shipping of fruit and vegetables directly from the fields and orchards to large industrial centers are being held up by the fact that the kolkhozes and sovkhozes do not have enough receiving-turnover and field sorting points equipped with mechanical means to sort, pack, and prepare produce for shipping. It should also be noted that some transportation administrations are not showing the necessary principle and persistence in this work.

An analysis of the use of motor vehicles and transportation in the harvest shows that the scale of application of progressive methods for shipping agricultural output is still inadequate, even though the potential is there. In the RSFSR, for example, the allocation of means of transportation by types of transportation work in the harvest is such that at least 450,000 vehicles (70 percent) are engaged in hauling agricultural output from the harvest units to preliminary processing points (threshing floors, pick-up pits along roads, and village preparation points). It is at exactly this point in the harvest transportation system that work should be organized on the Ipatovskiy method using the brigade contract. To accomplish this a good deal of work must be done during the preparatory period.

The Saratov method basically covers the process of hauling agricultural products from preliminary preparation points to state receiving and processing points and trade enterprises. Each year 8,000-9,000 centralized vehicle detachments with 140,000-145,000 vehicles are

employed in this work) in the RSFSR. There is good potential for a significant expansion of the scale of application of this progressive method.

In preparation for hauling the 1980 agricultural harvest the RSFSR Ministry of Motor Vehicle Transportation and the Central Board of Directors of the Scientific-Technical Society of Motor Vehicle Transportation and Roads held an all-Union production-technical seminar in Stavropol'. Representatives of the ministries of motor vehicle transportation of the Union republics, RSFSR Gosplan, and the RSFSR ministries of Agriculture, Procurements, and Food Industry took part in the work of the seminar. They had detailed discussions of questions of introducing progressive working methods for motor vehicle transportation, agricultural, and procurement organizations during the harvest and adopted recommendations on timely and high-quality preparation of the fleet of vehicles and all management elements of motor vehicle transportation for the harvest campaign and broad dissemination of progressive forms of organizing transportation work.

It is now time for motor vehicle transportation workers, in cooperation with agricultural and procurement organizations, to begin working out and implementing concrete steps to apply progressive methods of harvest transportation-procurement work everywhere, using motor vehicle transportation in a highly productive manner. This will make it possible to bring in the 1980 harvest quickly and without losses.

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Preparations Continue

Moscow AVTOMOBIL'NYY TRANSPORT in Russian No 5, May 80 pp 31-33

[Article by G. Stepanov, deputy chief of the Main Production Administration of the RSFSR Ministry of Motor Vehicle Transportation: "Time is Pressing - Preparing Motor Vehicles for the Harvest"]

[Excerpt] The motor vehicle transportation workers of the ministry successfully met their 1979 challenge of exercising operational control of transportation enlisted to gather the harvest and were able to haul more than 463.1 million tons of various agricultural products, significantly more than in earlier years. This was promoted by the considerable work done by collectives of subdivisions of the ministry, motor vehicle transportation administrations and enterprises, columns and brigades, drivers, and repair workers to prepare the vehicles and other equipment for the harvest and to maintain them in good technical condition during the entire harvest period by correct organization of technical servicing while away from the primary production base. Taking a whole range of organizational-technical steps and organizing widespread socialist competition among the collectives of transportation administrations, motor vehicle

transportation and repair enterprises, vehicle columns, brigades, drivers, and repair workers made it possible to prepare 110,000 trucks, including 40,000 truck trains, 125 motor pools, and more than 1,100 vehicle repair shops in time for the harvest.

Experience shows that the best results are achieved where the managers of transportation administrations are in charge of work to prepare motor vehicle transportation for hauling agricultural products and productive use of motor vehicles during the harvest. And where they mobilize enterprise collectives to perform these tasks.

The collectives of the Omak, Bashkir, and Orenburg transportation administrations, vehicle column No 1,199 of the Krasnodar Main Administration of Motor Vehicle Transportation, vehicle column No 1,121 of the Pakov Transportation Administration, and vehicle column No 1,236 of the Kemerovo Transportation Administration worked especially well during the 1979 harvest.

The progressive practices used for technical maintenance of vehicles during the harvest period in the Bashkir Transportation Administration are especially deserving of attention and dissemination. During the harvest they employed both permanent and mobile motor pools organized by the enterprises whose vehicles have worked in the same regions for many years. Each motor pool consists of a technical servicing and repair area, a living area with cultural-domestic and administrative buildings, and a vehicle parking area. The warehouse for lubricants is located 15-30 meters from the service and repair area. The living area is no closer than 50 meters from the service and repair and vehicle parking areas. The motor pools have numerous mobile divisions and posts: aggregate, machine mechanic, welding, tire repair, and electrical engineering in addition to a forging section, a warehouse for circulating aggregates, technical service and repair posts, lubrication posts, mobile or collapsible racks, residential trailers or prefabricated panel shacks, red corners, dining halls, offices, food storehouses, and bathhouses. All mobile elements of the motor pool are made from used buses and trailers. The warehouse of circulating aggregates is located in an OdAZ-794 or OdAZ-857 semitrailer van. The oil storehouses are set up in used IAPZ-754 trailers. The motor pools use cranes they have made themselves based on used GAZ-93 and ZIL-585 dump trucks for lifting mechanisms. Many of the motor pools use industrially manufactured lift trucks. Technical servicing of vehicles is planned on actual distance driven. A comprehensive brigade of repair workers performs technical servicing and ongoing repair of the vehicles. Necessary technical documents are kept for all vehicles assigned to the motor pool (log of vehicle work, personal work cards, and records of technical servicing and repair). The foreman plans and keeps records of vehicle servicing and repair; planning and record-keeping for the receipt and release of vehicles from servicing and repair is done by a mechanic in the division of technical control.

The work of the motor pool is managed by the chief of the motor pool or a senior foreman whose duties include organizing servicing and repair of vehicles and material-technical supply. The senior foreman is in charge of staffing the headquarters of the servicing and repair brigade, correct and economical use of spare parts, circulating aggregates, and materials, and keeping the motor pool area, work areas, equipment, and inventory in proper condition. The senior foreman is responsible for the technical condition of the motor vehicles.

The program of measures taken by vehicle transportation enterprises of the Bashkir Transportation Administration to organize vehicle-technical servicing and repair during the 1979 harvest made it possible to have 91 percent of the vehicles in technical readiness and put 90 percent of the trucks on the line.

The Orenburg Transportation Administration organized technical maintenance work on its vehicle fleet very well during the 1979 harvest period.

For greater administrative efficiency in organizing timely technical maintenance and repair of the vehicles and to create essential conditions for quality performance of scheduled repair work, six motor pools were set up at the points of greatest vehicle concentration. The sites of the motor pools were selected close to the main highway and roughly the same distance from the kolkhozes and sovkhozes being served. The motor pools consist of mobile trailers designed to house the necessary production services, provide rest areas for drivers and repair workers, and hold a red corner. They have mobile racks and all necessary equipment, attachments, and tools for technical servicing and ongoing repair.

Fuel and lubricants were supplied from the pumps of the sovkhozes and kolkhozes.

The motor pools established the necessary conditions for technical servicing and repair and set up servicing brigades of four workers and repair brigades of 12-17 workers.

The motor pools have welding posts with all necessary equipment, posts for minor ongoing repair and battery recharging, and posts for repair of engine cooling and fuel systems. The work positions are equipped for forging and turning work.

In the time between shifts the technical servicing brigade takes a specially equipped traveling vehicle workshop and goes around to harvest-transportation complexes to do servicing work.

The centralized technical servicing bases set up at the transportation administration are playing a significant part in preparing vehicles

for hauling agricultural products and maintaining them in good technical condition throughout the harvest period.

The centralized technical servicing bases perform level No 2 servicing work (TO-2) and ongoing repair for vehicles operating away from their primary production bases. The centralized bases send brigades of highly skilled repair workers to the motor pools to perform level No 2 servicing. Exchange points have been set up at the centralized technical servicing bases to provide an uninterrupted supply of circulating assemblies and aggregates for vehicle enterprises. These exchange points organize assembly, repair, and delivery of repaired aggregates and assemblies to vehicle enterprises and directly to the motor pools.

Setting up this system of technical repair enabled the Orenburg Transportation Administration to keep the level of vehicle technical readiness at 85 percent and higher during the harvest season.

The work of the motor pools was well-organized in the Volga Territorial Transportation Administration, especially in Balakovskiy Rayon. The site chosen for the motor pool in this rayon permits efficient management of vehicles and minimum basic runs.

In the vehicle parking area separate places are envisioned for single-unit vehicles and truck trains. Clearly marked signs give the number of each vehicle at its parking place and divide the two areas.

In the technical servicing and repair area they have outfitted general and specialized posts for level No 1 servicing, level No 2 servicing, and technical repair with all essential equipment, furnishings, and tools. The motor pool has a general-purpose mobile workshop, an oil supply post, a power plant and compressor plant on a two-axle trailer, a warehouse for circulating aggregates, assemblies, and parts, and a parking area for vehicles waiting to be repaired.

A specialized washing and cleaning post has been organized near a source of water away from the motor pool.

The warehouse of circulating aggregates, assemblies, and parts and the mobile workshops are set alongside the level No 2 technical servicing and technical repair posts, while the oil supply point is near the level No 1 servicing post. All of the posts are organized on a drive-through plan with posts at a 90 degree angle to the line of vehicle movement. The distance between parallel posts and between vehicles and work equipment is almost doubled compared to standard distances for permanent garages.

Two general posts with two mechanics apiece are set up to perform level No 2 servicing. One of the posts has a drive-up rack and the other has a self-weighing balance-type hoist. The rack makes possible all the jobs envisioned in level No 2 technical servicing with the exception of wheel repair and maintenance. These jobs are done on the hoist. The technical servicing and repair posts are enclosed by canopies. All the areas of the motor pool receive electricity from a power plant located in the service and repair area or, when possible, from the regular electric grid.

The production sections and posts of the repair workshop are housed in specially equipped facilities built on the basis of used buses, single- and double-axle trailers, and mobile racks.

In the work of the technical service at motor pools special attention is devoted to setting up the warehouse of circulating aggregates, parts, and assemblies and establishing circulating resources. Level No 1 technical servicing is done by a specialized brigade at drive-in posts during the time between shifts, while level No 2 servicing is done in the daytime. Current repair is done on the racks and in the posts by current repair brigades at any time of the night or day.

Technical maintenance work for vehicles under field conditions has been organized similarly, taking local conditions into account, in many other transport administrations of the RSFSR Ministry of Motor Vehicle Transportation, in particular the Omsk Transportation Administration, the South Ural Territorial Transportation Administration, and the Krasnodar Main Administration of Motor Vehicle Transportation.

At the same time, it must be observed that the managers of the Kursk, Chuvash, and other transportation administrations did not take necessary steps in 1979 to eliminate all the problems that occurred in 1978 with respect to preparing motor vehicle transportation for the harvest and maintaining it in good condition during the harvest.

In these and certain other administrations and enterprises subordinate to them, assignments for preparing trucks and other equipment, establishing circulating resources of aggregates and assemblies in good technical condition, preparing truck bodies, and making canopies have not been performed on schedule, work to examine roads on which farm products are to be shipped has not been done efficiently, and proposals were not submitted to local authorities for putting bad roads in proper condition. In these same administrations during the harvest period, motor vehicles were out of action for long times owing to technical trouble and frequently had to be withdrawn ahead of schedule.

Timely and high-quality preparation of the motor vehicle fleet for hauling agricultural products of the 1980 harvest and effective use of vehicles during the entire harvest campaign depend chiefly on

harmonious and purposeful work by all subdivisions of the ministry. The transport administrations and motor vehicle transport enterprises must look closely at all problems which reduced the quality and held up preparation of the vehicle fleet in 1979.

It is essential to work out and implement on time organizational-technical steps to prepare trucks and truck trains being used in the harvest, repair workshops, and mechanized motor pools, to overhaul trucks and truck aggregates, replace vehicle tires, and create a circulating fund of aggregates in good technical condition. Every vehicle, truck train, vehicle repair workshop, mobile motor pool, and other technical means must be accepted by a special commission and receive a certificate of readiness. The guaranteed operating life of vehicles should be at least 15,000 kilometers. Covers must be supplied for truck beds and trailers used to haul grain without containers in order to avoid grain losses. The practices of the North Caucasian Transportation Administration are relevant here. This administration used a new method of sealing truck beds for grain shipping with a polyurethane foam coating. They prepared 3,800 beds in this way. It would be good for this practice to be followed everywhere in 1980.

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Ukrainian Deputy Minister Comments

Kiev RABOCHAYA GAZETA in Russian 4 Jul 80 p 4

[Article by G. K. Srubasovskiy, Ukrainian SSR deputy minister of motor vehicle transportation: "The Vehicle Workers Are Ready"]

[Text] The harvest time is approaching. The pace of preparation of motor vehicle transportation for hauling the harvest is picking up. What new changes are vehicle workers making in the organization of harvest transportation work? What are the special characteristics of the current period of preparation? Our correspondent V. Kucherenko took these questions to G. K. Srubasovskiy, Ukrainian SSR deputy minister of motor vehicle transportation.

We can now say confidently that the collectives of the ministry are prepared to haul all the crops raised by the careful hands of the farmers on time and without losses. We will have 20,000 trucks taking part in moving the grain harvest, including 5,700 large-capacity trucks and 8,000 truck trains.

A check in the local areas indicated that many motor vehicle administrations now have 90-95 percent of their grain trucks ready to go,

and all of the trucks at the Crimean, Zaporozh'ye, Odessa, and Donets administrations are ready to work.

We consider the organization of technical servicing and repair right in the fields to be especially important. So we will send about 200 repair trucks and 150 mobile racks to the field camps. Plans envision setting up an adequate number of refueling points and multi-purpose motor pools with shower rooms, dining halls, and recreation rooms.

The vehicle repair enterprises of the ministry are working hard. They obligated themselves to turn over 17,000 repaired vehicles, 77,000 engines, 30,000 front and rear axles, and about 34,000 gear boxes by the start of the harvest.

All of the vehicle enterprises participating in the harvest stockpile the necessary amounts of vehicles, circulating assemblies and aggregates, spare parts, and bed covers in advance. Before harvest transportation work begins the educational system of the ministry will train about 15,000 drivers, which will fully guarantee two-shift work by grain trucks.

In addition to preparing the vehicles and setting up repair systems and material-technical support for grain hauling, a great deal is being done to organize optimal use of vehicles while hauling the harvest. There is potential here. The challenge is to see that the enormous experience accumulated in past years with highly progressive methods of managing harvest transportation is applied as widely as possible.

Last year's harvest showed that creative application of the experience of the Ipaatovskiy grain farmers, including having trucks in grain hauling work as parts of mechanized complexes, produces a real benefit. This method will be adopted by all of our vehicle columns and detachments working in the field for this harvest. More than 800 such formations have already been set up.

Preparations have begun everywhere for large-scale use of the brigade contract for hauling grain. The vehicle workers of Donetskaya, Zaporozhskaya, Krymskaya, Odesskaya, and other oblasts are concluding contracts with kolkhozes and sovkhozes for shipping grain rapidly and without losses. They are responsible for the work of each truck, each trailer. For their part, the farmers obligate themselves to see that the harvest aggregates and loading-unloading machines work smoothly and that vehicle workers have proper living conditions and help repairing their vehicles.

Rational use of motor vehicles for hauling the grain harvest is not an easy matter, of course, especially when the grain belongs to

different departments. That is why operational dispatcher groups have been set up at every rayon and oblast center to manage grain shipping. These groups are entirely subordinate to the republic operational group formed at the Ukrainian SSR Ministry of Motor Vehicle Transportation. This will make it possible to maneuver with vehicles easily and quickly and provide drivers with hourly schedules developed by the ministry computing center.

The success of harvest transportation work is ultimately decided by people: drivers, mechanics, repair workers, and engineering-technical personnel. Therefore, questions of establishing normal conditions for everyday life and rest are a paramount concern of managers and party and trade union organizations of the vehicle transportation enterprises. The challenge is to see that all planned motor pools, shower rooms, dining halls, and recreation rooms are well prepared and delivered to the field on time.

We cannot fail to mention the grain roads themselves. Experience in past years has demonstrated how expensive it is to haul grain where there are no roads or approaches to threshing floors and elevators and when bridges are not usable. Unfortunately, warning signals are being received that some rayons in Kirovogradskaya, Zaporozhskaya, Sumskaya, Odesskaya, and other oblasts are far from having done everything possible to put roads and bridges in proper conditions, even though there is hardly any time left until the harvest begins.

Well-organized socialist competition will be a significant boost to work during the period of grain hauling. The ministry has worked out the conditions of the competition to insure timely and high-quality grain hauling and given them to all transportation organizations ahead of time. The problem is to organize effective competition between drivers, brigades, and detachments so that competition promotes the introduction of progressive shipping technology and disseminates the practices of the harvest leaders.

It is very important that every driver, brigade, detachment, vehicle column, and organization of any kind involved in hauling grain be aware in advance of the moral and material incentive being offered. The collegium of the ministry and the republic committee of the sectorial trade union have provided 10 prizes for the vehicle administrations and vehicle transportation enterprises who are winners in socialist competition in the 1980 harvest. In addition, 25,000 rubles has been appropriated from the central fund of the ministry to provide incentive for drivers who are particularly outstanding in hauling the harvest.

The vehicle workers of the republic will do everything they can to see that the harvest of the final year of the 10th Five-Year Plan is gathered well, without losses, and quickly.

RAILROAD

DEPUTY RAILROAD MINISTER SUMMARIZES RESULTS, LOOKS AHEAD

Moscow PUT' I PUTEVOYE KHOZYAYSTVO in Russian No 1, Jan 80 pp 1-6

[Article by B. A. Morozov, Deputy Minister of Railways and chief of the Main Track Administration: "Concluding Year: Tasks and Prospects"]

[Text] The November (1979) CPSU Central Committee Plenum called for maximum use of reserves and opportunities for improving the operation of rail transport. These reserves were brilliantly and convincingly revealed by Comrade L. I. Brezhnev, CPSU Central Committee General Secretary and USSR Supreme Soviet Presidium Chairman, in his speech at the Plenum, which had quite a few justly critical remarks addressed to railroaders. It is our primary task, our indisputable duty, to labor unsparingly to carry out the party and government Decree "On Steps to Develop Rail Transport in 1976-1980" which, as was noted at the Plenum, has thus far been actualized unsatisfactorily.

Having developed socialist competition to actualize the resolutions of the 25th CPSU Congress, laborers of the steel mainlines must make the concluding year of the five-year plan a decisive turning point in the operation of the railroads in order for transport to meet the shipping needs of the national economy and the population. The efforts of railroaders must be aimed at continued modernization of track and facilities, at improving the track system, at strengthening the production-technical base of line enterprises, at improving work efficiency and quality.

During the first four years of the 10th Five-Year Plan, track system workers did much to increase the capacity and improve the reliability of the steel tracks. They laid more than 42,000 km of R75 and R65 rails, 57.4 percent of which were tempered. The average mass of the rails laid during that time increased by 3.8 percent, to over 57 kg/m. We continued laying large amounts of reinforced concrete ties and seamless lengths of rail. The length of track using such progressive components has been increased by 15,200 km; they are now used on more than 25 percent of the network.

We are also faced with working more actively along lines already being followed. One of the main administration's tasks is to obtain in the immediate

future a sharp improvement in steel rail quality from the metallurgists so that the rails can carry 1.5- to two-fold more freight than presently with a high degree of safety. In order to do this, the plants must use complex deoxidizing agents which eliminate nonmetallic impurities, and they must also introduce volumetric hardening. It is the inherent duty of railroad worker collectives to extend the service life of the rails in every way possible. Particular attention must be paid to active-grinding and planing their caps with RSP [expansion unknown], to promptly removing the reriveted and softened layer, which restores the strength characteristics of the rails and increases their service life 1.1- to 1.7-fold.

The Ministry of Railways will continue its policy of laying more reinforced concrete ties on lines with an average load and on station entrance-exit tracks. For a number of reasons, the USSR Ministry of Timber and Wood Processing Industry will be unable to supply transport with the required amount of wooden ties in the years ahead, so we are in effect forced to use such ties only on lines with high loads and where climatic conditions do not permit us to use reinforced concrete ties and seamless track. In all other instances, we must reorient ourselves towards laying reinforced concrete ties with new or old but still-usable rails. Both the main administration and the railroads must comprehensively review and resolve the question of expanding laying reinforced concrete ties using old but still-usable track. It must be borne firmly in mind that the economical use of wooden ties and extending their service life are at present the central problem in running the cross-tie system.

Unfortunately, the wooden tie maintenance plan is consistently not carried out on a number of mainlines, and first of all on the North Caucasus, Baltic, Gor'kiy and certain others. The example of the Kaunass Tie-Impregnating Plant of the Baltic Railroad is instructive in this regard. It has long overfulfilled its assignment, repairing more than 100,000 ties each year; after being reimpregnated, they serve another 8-10 years. However, the track service (headed by V. P. Kolesnikov) has recently let this work drift and has failed to provide the plant with old but usable ties. As a result, the plan for servicing them has been met by only 40 percent, and that given the critical shortage of wooden ties! Track service leaders should be reproached at the very least for shortsightedness.

Those in the main administration and the railroads must sharply change their attitude towards the way in which the cross-tie system is run. Existing reserves for using old but usable ties more fully must be actualized to the maximum. Such reserves include the institution of a new and more effective antiseptic, development of a machine to prick the ties deeply before they are dipped so as to enable impregnation of the ties right to the core in places subject to rot, and thus prevent the wood from rotting for in effect the entire service life of the ties.

Increasing the capacity of the tracks and engineering structures and improving their on-going up-keep have created a basis for completing the introduction of progressive types of traction in all the most heavily loaded sectors

and have also enabled us to increase car axle loads and speeds. Freight trains are now permitted to travel at 90 km/hr on 21 percent of the network. At the same time, and in spite of a 3.8 percent increase in total track length and a 3.4 percent increase in freight traffic on the track, the number of track workers has been reduced by 1,700 and labor productivity has been increased by 3.3 percent during the past four years.

However, the rate at which track is being restored and strengthened still lags behind the intensiveness of traffic, speed and axle-load growth, although it has to outstrip it, in principle. On many sections, track condition still does not meet operating conditions, necessitating restrictions on speed and complicating on-going track maintenance. The situation is also complicated by the fact that the track work plan set for 1979 was not carried out everywhere and the 1979 assignment for major overhaul, the basic type of track restoration, was met by only 88 percent.

In a number of instances, the lag is to be explained by the absence of needed materials and by the canceling of planned "windows" for Ministry of Railways work. However, on individual mainlines the major overhaul plan was not met due to a lowering of the overall level of production discipline, a road also traveled in a number of instances by the major overhaul department of the Main Track Administration. Practice has shown that where people consider meeting the track work plan to be the basis for keeping the track in good condition, all difficulties are successfully overcome and everything possible is done to restore the steel tracks.

The track-worker collective of the Transbaykal Railroad (road chief A. M. Palikhov, service chief B. M. Yastrebtsev) deserves special approval in this regard for meeting in full the assignment for major overhaul, mid-level track maintenance and track cant maintenance, in spite of all the difficulties associated with unfavorable climate, the manpower shortage and a complex train-traffic situation. But then track workers of the October, Moscow and Gor'kiy railroads lagged more than 100 km behind the plan and workers on the Northern, Southeastern, Volga, Virgin Lands, Alma-Ata, West Siberian and Far Eastern railroads were also far behind.

And cover-ups in this important matter are quite intolerable, although they do occur, unfortunately. Thus, although all the materials were at hand, due to systematic cancellation of "windows" on the Kemerovo Railroad (road deputy chief G. V. Grigor'yev, service chief V. T. Semenov), they repaired only 53 km on the main line, given an annual assignment of 146 km. Engineers had to be warned to limit speeds on the unrepainted sections, which had a negative effect on operations. And what happened? Instead of drawing the appropriate conclusions and correcting the situation, track-work leaders decided to hide the true state of affairs. They indicated fulfillment of the annual plan in full by transferring mid-level maintenance and rail replacement to the major overhaul graph. The data were taken not just for the main line, but for the entire railroad. No comment needed.

Many railroads did not cope with assignments on laying repaired old but usable rails, and especially old but usable track grids with wooden and

REINFORCED CONCRETE TIES. Track workers of Gor'kiy, Northern, L'vov, Odessa, Moldavian, Southern, Southeastern, Volga, Virgin Lands and Far Eastern railroads met the plan for continuous replacement of rails with old but usable ones by only 30-40 percent. The South Urals, Central Asian, Alma-Ata, Volga, Southeastern, North Caucasus and Moldavian mainlines failed to meet assignments on laying old but usable grids with reinforced concrete ties. On several railroads, dozens of kilometers of such grids accumulated and were not used. At the same time, the experience of the October, Belorusian, Southern, Southwestern and Donetsk railroads, which have laid 50-100 kilometers of old but usable grids with reinforced concrete ties each on little-used lines, and especially on entrance-exit and other station tracks, demonstrates that this is an enormous reserve for revitalizing the track system, the more so in view of the critical deficit in wooden ties.

Under present conditions, given the very intensive train traffic, we can cope with the growing amount of track repair only given continuous improvement in the organization and technology of track repair and improvement in the efficiency of "window" use in every way possible. Many track machinery stations are using "windows" most effectively and always exceed the track grid-laying norms by introducing leading production organization methods and progressive technological processes, strengthening labor and technological discipline and increasing the responsibility of each worker for the job entrusted to him. Such enterprises include PMS-31 (track machinery station) on Gor'kiy Railroad, OPMS-121 [experimental PMS] of the Southwestern, OPMS-61 and PMS-49 of the Kuybyshev, OPMS-14 of the Sverdlovsk, PMS-172 and PMS-175 of the South Urals, PMS-22 of the West Siberian and PMS-11 of the Transbaykay mainlines. Their collectives laid 400-500 meters of track grid with wooden ties per hour of "window" and 350-400 meters of ties with reinforced concrete ties. But for the network as a whole, "windows" were used far from satisfactorily in 1979: the network-average track-grid laying norm was met by only 95 percent, leading to more than 400 km in losses of major overhaul volume which cannot be made up. "Windows" were used especially poorly on the Dnepr', Southern, Alma-Ata, West Kazakhstan and Kemerovo roads, where grid-laying norms were met by 75-85 percent. Due to unsatisfactory work organization and violations of production technology, poor supervision of the preparation of equipment and weakened labor and technological discipline, there were work defects and "windows" were frequently overshot or these mainlines.

In order to deal with the ever-growing amount of track work both in 1980 and in the 11th Five-Year Plan, we will have to strengthen the track machine stations in every way possible. It should be remembered that they will soon be responsible for all major track work. It is entirely proper that a great deal of attention is being paid by these enterprises to developing their production base and providing equipment. In actuality, only the strong repair subdivisions will be able to master the track-work program in the next five-year plan. This is a basic truth, but unfortunately, not everyone understands it. For example, only 50-70 percent of the funds allocated to strengthen PMS's has been utilized on the Alma-Ata, Southeastern, Volga and Sverdlovsk mainlines. The deputy chiefs of these roads, S. D.

Shamalganov, A. A. Poliyanko, A. I. Galkin and Yu. T. Kharlamov, apparently do not see the great importance of maintaining track in good condition, with the result that the 1979 plan was not met, with their connivance, for the entire range of repairs.

The Ministry of Railways considers it necessary that the track machinery stations obtain everything on a priority basis. The funds for machinery and mechanisms being allocated by the Main Track Administration must be directed foremost into the PMS's; the wage fund for track overhaul should be distributed beginning with the PMS's, and it must correspond to the calculated amount of work to be done, which calculations must correspond to the actual amount of work to be done. The capital investments being planned must first of all cover PSM needs, that is, everything possible must be done to raise PMS capacity to a higher level as quickly as possible, and to improve the living conditions for PMS workers. Let me note that all these problems are being solved successfully in places where the PMS's are budgeted by the track service.

It should be said that individual track service leaders have paid inadequate attention to the efficient use of equipment. An analysis of the use of basic track machinery in 1979 showed that work-load assignments were not being met, and that given a manpower shortage!

Track-laying cranes are being used poorly on the Northern Railroad, where the track grid-laying plan was met by only 85 percent; West Siberian -- 76 percent, Kemerovo -- 83 percent, East Siberian -- 76 percent, and Far Eastern -- 75 percent. Ballast-cleaning machinery met the gravel screening plan by only 60 percent on the Northern mainline, Volga -- 70 percent, Kuybyshev -- 65 percent, Virgin Lands -- 75 percent, South Urals -- 60 percent, East Siberian -- 40 percent, and Far Eastern -- 70 percent. VPO-3000 machines were used only 70 percent on the Kuybyshev mainline, 75 percent on the South Urals, 80 percent on the Gor'kiy, 58 percent on the Krasnoyarsk and 68 percent on the East Siberian.

I should like to emphasize that restrictions on the granting of "windows" cannot be used as justification for poor use of track machinery, as is borne out, for example, by the experience of the Moscow-Ryazan' department of the Moscow Railroad (division chief V. K. Belenov, track division chief N. N. Bel'skikh). In terms of traffic, this is one of the most complex divisions of the railroad network. Track workers of the districts comprising the division received a great deal of equipment in 1978 for track repair and maintenance. As a result of the regular granting of "windows" for major track overhaul and of technological "windows" for the VPR-1200 and VPRS-500 machines to operate, the track has been brought from unsatisfactory condition up to good condition. The experience of this division is being disseminated throughout the Moscow Railroad.

Here is an example worthy of imitation by all chiefs of roads, track services and road divisions!

Uninterrupted train passage during track maintenance is an important task for track workers. In order for this to happen, prompt cancellation of track-work notifications is necessary, which is understood, but which is unfortunately not always done, by everyone. The Southern, Volga, Kuybyshev, West Kazakhstan, South Urals, West Siberian and Far Eastern railroads regularly send out large numbers of notifications not anticipated in schedules that train traffic speeds will be restricted on sections of track under repair. The leaders of services, districts and PMS's have not taken steps to cancel them promptly. Track workers of the Kemerovo, Virgin Lands, West Kazakhstan, Volga, Central Asian, L'vov and Alma'Ata mainlines have not ensured train speeds of 60 km/hr after the basic work has been done in "windows," as is outlined in the Ministry of Railways instructions and by the approved technology. This is unacceptable.

This year, track maintenance workers must do a larger amount of track work, and in the face of increasing traffic. Some 1,800 km more track than in 1979 is scheduled for major overhaul alone.

In order to cope with the assignment, a great deal of preparation will be necessary. In the winter, track maintenance centers must bring in more than seven million cubic meters of ballast, stock 2,380 km of track grid, overhaul old but usable inventory rails, prepare equipment, staff repair subdivisions, train people to using leading work methods, and coordinate and approve work organization plans with participating services.

The Ministry of Railways anticipates track maintenance on the most important network lines, those with the heaviest traffic, on about 3,000 km of track prior to the start of the heaviest shipments. Track maintenance must be completed prior to 15 July on these lines: Valuyki - Povorino - Penza - Kropachevo - Isil'-Kul' - Omsk - Novosibirsk, and Buy - Svecha - Kotel'nich - Kirov - Cheptsa - Perm' - Sverdlovsk. The work organization plans for these and other lines and the procedures for granting "windows," letting trains pass and supplying materials have been reviewed and approved by the ministry with a view towards concentrating the strongest PMS's on these sectors well in advance.

Experience shows that high-quality summer preparations in the winter are a reliable basis for the timely, organized development of maintenance and for the successful fulfillment of plans. The task is to use leading experience on all roads.

In 1979, purposeful work was done in the track system to ensure unconditionally safe train travel. In this regard, particular attention was paid to organizational and educational work with personnel, to strengthening discipline and increasing the responsibility of leaders for following all PTE [technical operating regulations] requirements and official instructions. Effective steps were taken to reduce the number of train speed restriction notices, foremost by extending crossing service life. The amount of surfacing was increased and its quality improved. All roads used an attachment which improves the precision with which frog guard rails and centers

are ground after surfacing, enabling us to reduce more than three-fold the number of notices sent out each year concerning worn and defective frogs.

Our track system has worked profitably. Track districts met the profit assignment by 112 percent, expenditures on basic track maintenance work were reduced, and the plan was carried out in terms of commodity output net cost, labor productivity, and industrial enterprise profits. The 1979 assignments were met for ballast production, rail welding and frog surfacing. Track-worker collectives of the Belorussian, Sverdlovsk, Transcaucasus, Northern, October, Far Eastern and several other railroads kept their tracks in good condition, which cannot be said for track workers of the Virgin Lands, Kemerovo, Volga, Moscow, South Urals and Southern mainlines, who did not cope with their assignments. Many kilometers of track on these roads were "frozen" in unsatisfactory condition.

Track workers of the Tayginskiy Division of the Kemerovo Mainline (division chief A. F. Polovoy) were especially poorly prepared for winter, permitting unsatisfactory (track condition) ratings in October throughout the division. As before, track is in unsatisfactory condition in the Topkinskiy District, where train wrecks occurred last year. Things leave much to be desired in a number of other districts as well.

The network as a whole failed to meet the labor productivity growth assignment, and it lagged behind average wage growth on many railroads. Production-financial activity shortcomings in 1979 included significant underexpenditures of superstructure materials per shift and in terms of wages for routine track maintenance permitted on the October, Moscow, Gor'kiy, Volga, Virgin Lands and Transbaykal roads. This is intolerable. Given the fact that track districts do not, under the existing norms, receive all the funds necessary to replace materials and wages, underutilization of funds has an extremely negative effect on track maintenance.

Consideration should be given to the fact that planning "based on the level achieved" has been rejected by the CPSU Central Committee and USSR Council of Ministers Decree "On Improving Planning and Strengthening the Influence of the Economic Mechanism on Increasing Production Efficiency and Work Quality." Therefore, funds and staffs need to be delineated locally in precise accord with the norms, and they must then be used efficiently.

We have still not outlived violations of labor and technological discipline, rails dangerous to train traffic are not being discovered and removed promptly, and gross deviations from track maintenance norms are not being eliminated promptly. As a result, the situation remains unfavorable with regard to ensuring train traffic safety. Last year, wrecks were permitted on the Gor'kiy, L'vov, Southern, South Eastern, Volga, West Siberian, Kemerovo, Far Eastern, West Kazakhstan, Virgin Lands and a number of other roads through the fault of track workers. The number of work defects increased; this applies in particular to rolling stock derailments and train collisions with motor transport at crossings, and especially at guarded crossings.

Old bridges, designed and built following norms in effect in 1884, 1896 and 1907, are very disturbing. In spite of repeated strengthening, their spans in some instances do not allow the passage of rolling stock with high axle loads and are seriously damaged by rust and metal fatigue. In this regard, consideration should be given to the fact that large new cars with higher axle loads will soon be put into operation.

Practice has shown that major overhaul projects have been unjustifiably altered on a number of roads due to inadequate study of the condition of the bridges. In order to avoid this in the future, we should once again analyze most intently the condition of our bridges and focus our primary attention on projects built long ago, and foremost those on the most important lines. The main administration's engineering structures department is obligated to head up and skillfully direct this work.

As before, the main work on artificial structures will be done by the road bridge subdivisions, so they need to be strengthened and developed in every way possible.

The railroads are currently operating in difficult weather conditions. The unhindered passage of trains depends largely on the effectiveness with which means of protecting tracks from snowdrifts and removing drifts are used, on the flexibility of the snow-fighting teams organized in railroad administrations and departments. The planting of stands of trees, building permanent snow fences and introducing pneumatic switch cleaners have naturally increased the likelihood that we can prevent the tracks from drifting closed, but snow-removal equipment continues to play the dominant role in the fight against snow. In 1979, the snow-removal equipment fleet was considerably reinforced by new snow-removal machinery and snow plows.

Last winter demonstrated that the effectiveness with which equipment is used depends largely on its condition, on prompt action, and on the skill of servicing personnel. The basic shortcomings in snow-removal machinery use were idle time due to breakdowns or the inability to obtain work fronts. Conveyor belts and chains broke most often, as a consequence of unsatisfactory preparation of the track and track spacing; diesel and electric motors malfunctioned due to poor-quality maintenance. Brigades servicing equipment were often manned by unskilled workers. Full-time mechanics were generally available on the roads only for one shift, and people from other occupations or PMS mechanics were used to ensure round-the-clock work, but without appropriate training.

These and other shortcomings were noted late last year by the Ministry of Railways collegium in reviewing preparation of the track system for operation in the winter of 1979-1980. It obligated leaders of the track main administration, railroad services chiefs, road divisions and line enterprises to complete winter track-system preparations on schedule and do all the work associated with ensuring train traffic safety under winter conditions. The collegium resolution stated in the minister's order No 2258 of 25 September 1979 is a guide to action in each link of the track system.

In 1980, we are set even more complex tasks. The volumes of all types of track work intended to increase the capacity and improve the reliability of tracks and facilities are being increased. With a view towards further improving the track management system and working out more progressive organizational and technological forms and methods of track maintenance based on machine work methods, the Main Track Administration will direct its efforts towards raising the level of routine maintenance mechanization.

We are faced with developing and introducing into production more improved methods of work organization using machines which ensure continued improvement in track reliability and labor productivity, as well as safe, uninterrupted train traffic. We must continue improving the basic technical and economic work indicators for track districts, the wage system, and social and everyday living conditions for track workers.

The essence of the new methods is that routine maintenance will be done, as is the case with track repairs, in technological "windows" of not more than two hours inserted in train traffic schedules. In this regard, the very latest, highly productive machines and machinery must be used.

The main technological chain in routine track maintenance will be the automated VPR-1200, VPRS-500 and R-2000 machines. The railroads have already received 66 such machines. A machine for fastening and lubricating clamped and set rail joint bolts has also been manufactured and tested. Well-known inventor D. D. Matveyenko and his son, M. D. Matveyenko, deserve a great deal of credit for developing this mechanism, as it will be extremely helpful to track workers. The unit can handle 800 meters of track per hour. It will compliment well the technology of the VPR-1200 straightener and will save more than 34,000 rubles per year. Let me note that each road can manufacture this machine designed by the Matveyenkos in its own track maintenance shops; creative activeness among the leaders of the track service would also be fitting.

Another machine, created by the main track administration's PTKB [probably: track equipment design bureau] and intended to serve similar purposes, will also significantly facilitate the labor of track workers.

In 1980, we will continue developing and testing prototypes and begin producing other equipment which is part of the routine track maintenance chain. Its basic links will be the UBRM-1 ballast spreader and smoother, the ShchOM-3u ballast screener for switch cross-overs, the KEM-1 continuous-operation bolt clamer, the Balashenko-system track straightener, the KEM-1 loading-transport switch engine, the SS-1M snowplow-grader, a switch cross-over replacement machine, and others.

It is the task of track districts and services receiving the new equipment to not only ensure that it is used very efficiently, but also, and primarily, create, based on experience in using it, an organizational structure for a new type of line track enterprise.

The above-mentioned party and government decree "On Improving Planning and Strengthening the Influence of the Economic Mechanism on Increasing Production Efficiency and Work Quality" is of great importance to improving the production-economic activity of track system subdivisions. It outlines a complex of measures called upon to ensure further development of our economy on the basis of a high level of planning and management. Each enterprise must, on the basis of this decree, plan and perform greater amounts of work, conserve material, labor and financial resources, lower output net cost, and use production assets efficiently.

Proper selection of technical-economic indicators for evaluating the results of enterprise operation is of considerable importance. From this point of view, the existing indicator of track district labor productivity, which expresses the amount of shipment in gross ton-kilometers per worker on the operations staff, does not reflect the collective's efforts in terms of ensuring that track is maintained in good condition, since that is measured as a complex product of all road division enterprises. Jointly with the VNIIZhT [All-Union Scientific Research Institute of Rail Transport], the Main Track Administration is now developing an indicator which will describe more fully the work efficiency of the districts and take into account track maintenance labor expenditures and labor to ensure maximum train traffic speed and safety. It is also necessary that the track districts and services also work along this line and make their own suggestions for improving the way in which the operational subdivisions of the track system are evaluated.

Summing up what we have said here, let me note that all the enumerated tasks will be resolved successfully only on the condition that the broad masses of track workers are involved in them, with the maximum support of creative initiative by production innovators. Developing the track system to a higher level is the common cause of many thousands of line workers, engineering-technical personnel, designers and scientists. In developing socialist competition for a worthy greeting to the 26th CPSU Congress and in honor of the 110th anniversary of the birth of V. I. Lenin, and by using the latest achievements of science and engineering, relying on leading experience, track system workers are obligated to make every effort to carry out the assignments of the five-year plan and, as is outlined in the decree by the November CPSU Central Committee Plenum, make maximum use of all reserves in order to improve the operation of rail transport.

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RAILROAD

RAILROAD INDUSTRY'S PROBLEMS, PROGRESS SUMMARIZED

Railroad Workers' Day

Moscow GUDOK in Russian 20 May 80 p 1

[Text] For four and a half decades now the country has every year been observing Railroad Workers' Day on the first Sunday in August. In keeping with an admirable tradition, the workers on the steel lines are striving to commemorate their occupational holiday with lofty achievements. In honor of the holiday many of the advanced collectives have taken up a position on the key labor watch and are assuming supplementary and more difficult socialist obligations; they are launching new patriotic undertakings involving creative initiative. Beginning today under the title "Observing the Day of the Railroad Worker" the editors plan to publish from issue to issue materials describing the project and the achievements of the right-flank collectives and outstanding production workers; also, reports as to how the commitments are being fulfilled.

The board of the Ministry of Railways and the presidium of the central committee of the trade-union called upon the workers of the main lines to develop even more extensive socialist competition and they pointed out what tasks attention should be concentrated on. It is a matter of our honor that in the course of the holiday watch we do a vigorous job of mobilizing the reserve, that we accelerate the rates of the shipments, achieve an efficient rhythm in the work, and on this basis insure a fuller and expeditious satisfaction of the transport requirements of the national economy and the population as called for by the decisions of the 25th CPSU Congress.

In all the subdivisions, in all the enterprises, and in every brigade, shift and column it is now important to clearly define the goals which are to be set down for our occupational holiday and to orient the people for achievement of the highest quantitative and qualitative indicators. It is essential to take all possible measures to strengthen the cooperation among the workers of the various services as well as the coordination in the operations of workers in related industries. This is the principal guarantee of success.

The spring season has now turned cold. In many regions the sowing has been delayed. The harvesting of the crop will probably have to be accomplished at the same time in most of the regions. And this confronts the transport workers with very complex and very critical tasks. It is necessary to carefully select and prepare in advance the rolling stock reserve needed for rapid transport of the agricultural output. Particular attention must be focused on the preparation of the permanent and temporary car-wash points for the busy season as well as for repair of the grain machines. Attention must also be given to the condition of the weighing facilities. Jointly with the party and trade-union organizations, the economic managers are required to give careful and expeditious thought as to how best to deploy the workers, specialists and aktiv so that in the period of mass agricultural shipments the transport conveyer will operate dependably and uninterruptedly and so as to fully eliminate losses of grain and other products.

All this is copy-book truth, so to speak. But it is important to issue repeated reminders on the subject because when harvest time comes it is often found that one thing and another is not ready. At one washing point there is no reserve of planking for repair of the cars, at another there is not a sufficient contingent of skilled workers, at a third the drainage units are out of order, etc. It turns out that this situation is common at the last moment when it is necessary to sharply increase the volume of preparation of railroad cars for the shipment of grain and when it is already difficult to correct something in a painless procedure. Indeed, the Ministry of Railways and the central committee of the trade union are also assigning a task to the railroad workers--in the course of the competition in honor of the occupational holiday to expeditiously and carefully get ready to transport the 1980 harvest and to everywhere give the green light to the trains carrying agricultural freight.

Summer is the most favorable time for the establishment of winter reserves of raw material and fuel in the enterprises and electric power stations. And in preparing a worthy observance of the holiday it is necessary to apply the maximum amount of strength and energy to the task of having the fuel and mining conveyer daily pick up the required turnover. This task must enlist the full attention not only of the workers on the main lines which carry out the mass shipment of these products which are so important for the entire national economy but also the attention of virtually all the railroad workers. Also, the workers of the roads which supply empty cars to the loading main lines and those whose lines are employed for the routes carrying fuel, mining and metallurgical raw material, and timber.

In the first quarter there were serious disruptions of the regulation assignments on the Moldavian, Odessa, Transcaucasus, Azerbaijan, North Caucasus, West Kazakhstan, South Ural, and Transbaikhal lines. This was also the cause of the failure to fulfill the plans for the shipment of a top-priority freight--coal on the Donetsk, West Siberian and Tselinna lines. Serious conclusions must be drawn from all this.

The period of preparation for our holiday coincides with the mass summer passenger transportation. Maximum organizational and operational efficiency are now especially important in this undertaking. You see, Moscow is preparing for the 1980 Olympics. And it is a matter of honor for us to organize exemplary passenger service at the railroad stations and on the trains so that the Soviet people and the guests from abroad can gain a genuine appreciation of our transport service.

The next few months with their highly intensive passenger and freight traffic will require the fulfillment of a large volume of track repair work. It is imperative to so organize this work that every "window" will be used with maximum effect and right after the completion of the work, the trains will be able to proceed with normal speed. And this means also that competition should be in effect for maximum output per "window" and for excellent quality of maintenance of the tracks.

The construction work is now in full swing. How we organize this work and what kind of preparation front we prepare for it will in many respects determine the adherence to schedule in putting the new capacities into operation in the concluding year of the 10th Five-Year Plan. And it also signals the successful starting of operation of increased goods traffic in the near future. A good example was provided by the transport construction workers and railroad workers of the metropolitan main line, who decided to search out internal reserves and thus accomplish prescheduled completion of an installation and the putting into effective operation of the most important installations needed for increasing the carrying and traffic capacities and for establishing optimum production and living conditions. There is no doubt that this valuable initiative deserves the widest possible proliferation. Successful fulfillment of the plans for social development of the collectives, as mapped out in the 10th Five-Year Plan, will be an admirable holiday gift to the railroad workers.

The preparation for the All-Union Day of the Railroad Worker in all the collectives of the enterprises and subdivisions should include intensified educational work and concentrated attention to the tasks delineated in the CPSU Central Committee decree on "Measures for Improvement of the Party Political Work in Railroad Transport."

In the preparation and observance the holiday is an excellent occasion for the propagation of the splendid traditions of the transport workers and for inculcating in the workers of the steel lines a feeling of pride in their vocation as workers entrusted with a very responsible job by the mother-land.

On the threshold of the holiday it is important to step up the activity of our palaces and houses of culture, clubs, Red Corner recreation centers, libraries, and propaganda brigades. And it will be a very good thing if the young people who are to choose a vocation are given talks by our renowned veterans and if they are told how the main lines have been

transformed before the very eyes of these workers, what marvelous equipment they now employ, and how important and honorable the railroad worker's labor is. It is necessary to make more active use of the press, radio, television and the visual propaganda media to display the achievements of the transport production innovators and the right-flank initiators of competition; also, to publicize the progressive modes and methods of labor adopted by them.

Let there be a wider range of socialist competition in honor of the All-Union Day of the Railroad Worker! Let us observe our occupational holiday with successful fulfillment of the difficult planned assignments and socialist obligations! Let us mark each day of the preholiday labor watch with vital and highly productive labor!

Railroad Problems Detailed

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 3 Jun 80 p 2

[Article by Professor E. Nesterov, Doctor of Economic Sciences]

[Text] "How Can We Ease the Main Lines' Work Load?"--In the current five-year plan there has been a significant decline in the railroad transport work. Whereas the 1971-1975 period saw a 30 percent increase in freight turnover, in the last four years the increase has been only 3.5 percent and the volume of transport is that much less (in proportionate percentage). The situation which has evolved is such that shipments of any output can only be reduced by cutting down the deliveries of some other freight. It is clear therefore that the development of all the economic sectors is now to a decisive degree dependent on the extent of provisions of transport. The November (1979) plenum of the CPSU Central Committee directed that the transport situation be changed for the better in the near future and that for the long term there be compiled a comprehensive program for the development of this most important link of the national economy.

What is the best way to carry out the party directive? Its fate is being decided at this very time in the preparation of the plan for the next five-year plan. The strategy mapped out by the Ministry of Railways [MPS] is on the whole quite clear. Among the many measures one can be considered the key one--construction of secondary tracks and two-track connecting links on the large volume freight lines. This opinion is also held by the Institute of Overall Transport Problems (IKPT) attached to Gosplan of the Union.

These opinions are indeed valid. And the project planned is in essence correct--the second tracks are increasing the carrying capacity of the road threefold and more. The new roads also constitute a splendid addition. However, what does this entail? In it there is revealed the weakest point in the planned program.

According to the MPS plan, the development of railroad transport in the 11th Five-Year Plan requires several dozen billions of rubles of capital investments (over and above the expenditures for the BAM [Baykal-Amur Main Line] and the metros). This is approximately several times more than the amount that will be expended in the current five-year plan. The country is scarcely in a position to allocate such an amount.

But let us conjecture for a minute: a miracle has come to pass and all the plans have been fulfilled. Will the transport situation then be radically improved, as required by the plenum of the CPSU Central Committee? Not at all. Judge for yourselves, however. According to the MPS data, tens of thousands of kilometers of the network are now being used with loads exceeding the permissible level, that is all the most important lines are being overloaded. In the meantime, according to the plan of this very ministry, several thousand kilometers of secondary tracks and two-track connecting links are slated for construction within five years. Even allowing for the fact that the two-track connecting links are cutting down the load even in the one-track sectors, the MPS program, when fully implemented, would relieve perhaps one-seventh of the strain on the overloaded lines. What about the rest? Should this be put off to the future? Should we wait for several five-year plans before the transport situation attains the norm? History will not grant us that much time.

Wherein lies the solution? You don't have to be a specialist to understand that transport can be increased either by running more trains on the main lines or by increasing the weight of each train. In the journal *PLANOVYE KHOZYAYSTVO* [The Planned Economy] IKTP directors B. Kozin and A. Mitaishvili write: "On the railroads at present there are limited reserves for increasing the carrying capacity of the network of railways via the weight of the cars." The MPS is in full accord with this opinion: the ministry plan projects only a 60-ton increase in the average weight of a train in the next five-year plan.

The average weight of a train is now hardly more than 2,800 tons. On the world yardsticks this indicator is unsatisfactory. In the United States and Canada, for example, the operation of 10-15,000-ton trains is commonplace. Even in our country back in 1935 on a Kurgan section they operated a train with a weight of 11,400 tons and there have been successful tests on other roads. Quite recently two locomotives delivered a "10,000-tonner" from Ryazan' to the capital and in recent months the movement of such trains on the Moscow line has become more or less regular. This effort has been approved by the Party Central Committee.

And yet I am positive that this initiative is still not obtaining the proper proliferation among us. The conditions are not right for it. A heavy train is a long train. For a weight of 6-7,000 tons you need a station track with a length of 1,700 meters and for a weight of 9-10,500 tons a length of 2,550 meters. And the length adopted for our station tracks is 850 and 1,050 meters. There is obviously not enough room at a station for the "heavy-weight"; its head and tail occupy the main track and consequently not one

train, be it freight or passenger, is able to get through it. The operation of every "heavyweight" presents exceptional requirements to the entire traffic service.

All the obstacles can be overcome by lengthening the station tracks to 1,700 meters for the passage of double trains and to 2,550 meters when operating triple trains. It is this as well as the development of the entire station operation that, in our opinion, constitutes transport's principal potential.

Of course, thousands of kilometers of lines to be achieved within the five-year plan constitute an unrealistic goal both in this variant and in any other. But accomplishing half of this is, I think, possible and necessary. If the station tracks are augmented by this amount, the situation will be normalized on 40-50,000 kilometers of the 80,000 kilometers of main lines now operating beyond the permissible load limits. The reader presumably long ago grasped the relationship between the overall length of the station tracks and the carrying capacity of the road. There is in this regard a strong mathematical correlation: the more cars that are encompassed in the average per kilometer of station track, the lower the sector speed of the trains on the road and the less the average daily run of the locomotives. And what is all the more objectionable, the speed and the length of the run decline more markedly than the increased saturation of the stations with cars. This is precisely the reason why during the four years of the 10th Five-Year Plan the sector speed declined by 2.4 kilometers an hour and the run of the locomotives by 60.5 kilometers a day. On the roads with electric traction the indicators fell off even more drastically--4.4 and 97.7 kilometers respectively. When a certain limit of saturation is reached, we get the so-called road paralysis--the stations are jammed.

This is by no means a supposition. There is practical experience confirming the scientific estimates. Last year on a number of the most important roads the saturation reached a critical magnitude--14.5 cars per kilometer of station track. On these roads the amounts of traffic began to decline rapidly and more thousands of trains were left at the field stations by the locomotive crews. Loading of coal in September, for example, was 3.7 million tons less than in August and was even lower than in an exceptionally frost-plagued January. The situation will be corrected when the unnecessary cars are moved off the overloaded roads and the saturation of the stations with these cars is reduced to the permissible level.

These cases are, of course, exceptional. But what guarantees that there will not be a recurrence of a similar situation? Indeed, from 1970 to 1979 the saturation of the station tracks showed a 35 percent increase. If this rate is maintained, then in 9 years it will reach 14.5 cars per kilometer, that is the quantity that brought about last year's paralysis of the overloaded roads. This is an average for the railroad network. But it must be borne in mind that the saturation is not evenly distributed.

The technical policy suggested by the Ministry of Railways still does not preclude troubles of this kind. The gist of our suggestions is simple: the manpower and means should be assigned primarily to the task of extending the station tracks and developing the stations; secondary tracks should only be built where there is an obvious need for them.

However, even in this variant no immediate radical improvement in transport will ensue; it is important to be fully aware of this. But the situation is by no means hopeless. You see, the problem can also be approached from another angle, so to speak: the need for shipments can also be cut down. Cross hauls and inefficient shipments of timber, coal, ore, coke, building materials and other mass freight have reached enormous proportions. There are excessive layovers of cars for loading and unloading. In this matter it is now time to move from persuasion and recommendations to decisive action. The yearly and long-range plans must issue strict limits for shipments. Any administrative decision at any level must be assessed primarily from this standpoint: does its execution conform to the transport limitations? If not, then the suggestion must be declined without further ado. It is especially important to observe this rule when preparing the plans for the next five-year plan.

The State Committee for Prices, which is now readying new wholesale prices, plans to retain the existing railroad rates (they will be increased only for short hauls). The specialists attribute this to the fact that the profitability of the shipments is already quite high as it is. But it is possible to reason otherwise: a disruption in the planned shipments results in a loss to the system of about four rubles per ton of freight. An increase in the rates would appease the shippers and this would help to normalize the situation in transport. Let us keep in mind that our rates are now hardly the lowest in the world.

When I set forth my reasoning on this subject, I do so with the expectation that other specialists will also express their opinions.

Minister of Railways Interviewed

Moscow MOSKOVSKAYA PRAVDA in Russian 17 May 80 p 2

[Interview by I. Martynov]

[Text] USSR Minister of Railways I. G. Pavlovskiy replies to questions from MOSKOVSKAYA PRAVDA.

The Moscow Railroad is the country's largest main line: it provides transport service for the capital and 11 oblasts in the central part of Russia. It takes care of

more than one-third of all the passenger transportation in the country. The collective of the road is renowned throughout the country for its revolutionary and labor traditions. In the illustrious depot which is the Moscow marshalling yard and where the first communist slobotnik took place, there came into being 20 years ago a movement for a communist attitude toward labor. Many workers of the Moscow junction have been awarded the high rank of Hero of Socialist Labor. Among them are V. Blazhenov, V. Rezhikov, S. Yatskov, V. Sokolov, P. Ponarin, M. Mosolov and others. On the basis of the results of the 1979 competition the Moscow Railroad collective was awarded the challenge Red Banner of the CPSU Central Committee, the USSR Council of Ministers, the AUCCTU, and the Central Committee of the Komsomol.

The participants in the meeting of the aktiv of the Moscow Railroad junction held in April of this year discussed the tasks entailed in fulfillment of the CPSU Central Committee decree on "Measures for Improvement of the Party Educational Work in Railroad Transport." Fulfillment of the requirements of this important party document is tied in with the solution of the large-scale problems and it calls for a fundamental improvement in the railroad transport work in the current and the forthcoming five-year plans. This is especially important also because to a considerable degree the success of the work of the Moscow railroad workers determines the vital rhythm not only of our city but also many of our country's other economic regions.

In taking note of the superior achievements of the Moscow railroad workers we must not fail to dwell at some length on the deficiencies in the transport work, a subject which was discussed at the November (1979) CPSU Central Committee plenum. How can we achieve effectiveness throughout the enormous transport complex? This problem is addressed in the interview which follows.

[Question] The most important factor in increasing labor effectiveness is the matter of exploiting the achievements of the leading workers. To what extent have you been able to consolidate the progressive initiative efforts of the Moscow Railroad workers?

[Answer] It is not possible to resolve the problems confronting the railroad transport workers without widespread proliferation of the creative approach to the undertaking as employee by our leading workers and innovators. The workers of the Lyublino station marshalling yard, whose work was cited by the CPSU Central Committee for the most effective use of the transport

means and for increasing labor productivity, on the railroad network achieved the lowest layover time for cars with transit goods--4.8 hours. The competition of outstanding workers takes in the other collectives of the Moscow junction.

Extremely important for the country's entire national economy was the initiative undertaken by the Moscow railroad workers and approved by the CPSU Central Committee in respect to acceleration of freight shipments by increasing the weight and length of the trains. This recognition has also elicited a wide response throughout the network. In resolving the technical problems entailed in increasing the weight and length of the trains due consideration was given to the valuable work of the outstanding locomotive engineers of the Moscow road, who were the first to begin operation of the heavyweight trains. Now being instructed in the experience of the pioneer group is a whole galaxy of locomotive engineers and their assistants, who are highly proficient in the techniques of operating these trains.

In 1979 the Moscow road operated 150,000 heavyweight trains, many of which weighed 6,000 tons. Their shipments comprised an additional 76 million tons of freight. The introduction of this advanced experience made available 80 additional units daily in the traffic schedule; the shipments are being made with a smaller fleet of locomotives; and the daily requirement for locomotive crews has been cut down.

The creative initiative of the Moscow railroad workers is continuing apace. From January to April of this year alone about 60,000 heavyweight trains were in operation, hauling more than 32 million tons of additional freight; more than 578,000 conventional cars were shipped over and above the norm. The road is now beginning to use a train with a weight up to 8,000 tons. This is a new advance in the future proliferation of the initiative of the Moscow workers.

We know that the organizational efficiency and effectiveness of any undertaking, particularly such a complex one as supplying transport shipments to the national economy, is largely dependent on the level of the party supervision. This is precisely the aim projected for us in the CPSU Central Committee decree on "Measures for Improving the Party Political Work in Railroad Transport"; this decree set forth a number of measures for achieving the fastest possible elimination of the circumstances which are retarding effective operation of the railroads.

[Question] As we know, any initiative requires reinforcement--technical reinforcement particularly. To what extent does the system of technical supply for the capital main line meet today's requirements and what are the prospects for the future in this regard?

[Answer] The inauguration of the operation of heavyweight trains required a whole complex of organizational and technical measures. The capital line is now technically one of the most highly developed roads. New marshalling stations have been built and the existing ones remodeled. In accordance

with the general schematic for the development of the Moscow junction, there have been built 48 kilometers of new lines and 600 kilometers of secondary tracks. Work is in progress for the construction in some directions of third and fourth main tracks.

Going along with this is technical retooling and development of the work in the complex. In the current five-year plan about 47 million rubles are allocated for the development of the freight shipments alone.

[Question] On the scale of such a large region as Moscow efficient transport service for the numerous industrial enterprises is not possible without well-organized operation of all of the types of transport in the capital: railroad, motor vehicle and river. What, in your opinion, are the still unexploited potentialities in this regard?

[Answer] The prompt delivery of freight to the consumers is in many respects dependent on the efficiency and effectiveness of the operations of all those taking part in the work of the transport conveyer. Solution of this problem is receiving the unremitting attention of the MGK [Moscow City Office] of the CPSU. In the city and in all the rayons we have set up permanently operating headquarters for control and coordination of the work of the Moscow transport center and the work of the enterprises being serviced.

It should be said that in recent years the railroad workers, in cooperation with the river fleet and truck transport workers, have succeeded in achieving a significant improvement in the services rendered to the recipients and shippers of the freight. There have been fewer complaints about tardy delivery of freight and delays in the hauling of finished output. However, if we analyze the results achieved in light of the requirements of the November (1979) CPSU Central Committee plenum; then it becomes clear that we are still a long way from having put all the reserves into operation. It should be said that the railroad workers have still not achieved efficient operation throughout the technological chain and at times disappointing letdowns nullify the efforts of many of the collectives. The executives of the MPS [Ministry of Railways] and Moscow Railroad as well as the party organizations are now directing their efforts to elimination of the deficiencies. However, much depends on our partners and particularly on the Glavmosavtotrans [Main Administration of Motor Vehicle Transportation in Moscow City]. Unfortunately, there are still frequent situations where the stations are jammed with freight and the Glavmosavtotrans trucks are not available in the necessary quantity. For the same reason, containers are not being sent out. Suffice it to say that fulfillment of the plans for shipment of the freight arriving at the railroad stations is averaging only 85 percent. On some days as many as thousands of tons of freight above the norm are backed up at the stations of the capital. Elimination of such bottlenecks requires serious efforts on the part of the railroad workers and the motor vehicle operators.

There continue to be great losses because of tardy shipment of output by the enterprises on their own spur tracks. It's true that this year has seen an improvement in the situation with respect to unloading of cars at the Moscow junction. Thanks to the help given by the MGK of the CPSU, the layover of cars on the spur tracks of the Moscow enterprises has been reduced by almost 17 percent. However, the seriousness of the matter has not abated because at many of the enterprises cars spend 3-4 hours in excess of the norm.

[Question] There is another aspect of this matter. Moscow has become a freight transhipment base for many ministries and departments. And, incidentally, this subject was taken up in an article published in MOSKOVSKAYA PRAVDA of 18 March under the title "Dlinnyy Spisok Isklyucheniy [A Long List of Exceptions]."

This is indeed a problem the solution of which will enable us to significantly improve the quality of the work of the capital main line. Adjacent to the Moscow junction are the spur tracks of more than 130 supply and sales bases of various ministries and departments. These bases handle the output not only of enterprises of the capital but also that of recipients in various regions of the country.

For example, the base of the Moscow special gas equipment enterprise Mosspetskomplektgaz receives freight from 1,200 suppliers and ships it to 3,000 consumers, including shipments on the Oktyabr', North Caucasian and Sverdlovsk railroads, where, incidentally, there are departmental bases of the same ministry. A survey of the activity of 12 bases of the Ministry of Trade RSFSR revealed that of the total volume of output arriving for them only 40 percent was earmarked for the trade network of the capital. The other 60 percent of the freight is shipped to other points of the country. It is perhaps not clear that the transhipment of transit freight at the Moscow bases not only causes serious difficulties in the transport work but leads to excessive expenditure of state funds for additional loading and unloading operations and the payment of freight charges as well as having a detrimental effect on the use of the rolling stock.

And the truth is all that is needed is something quite simple--the Moscow bases should be serving only the local enterprises and they should be categorically forbidden to tranship freight or carry out any cross-hauls.

[Question] Judging from the letters to the editor, the passenger transport work is coming in for criticism and there are reports of delays on the local lines.

[Answer] We railroad workers are the targets for sharp criticism because of serious deficiencies in the organization of passenger transportation. And this criticism is justified. Beyond the general figures we should be aware of the individual passenger with his travel concerns. If we did not transmit the required information on time, if we lost baggage somewhere, and if we did not furnish the ticket ordered--if all this happened, we do

not have the right to cover it up with millions of figures. The workers of the railroad main lines are today striving to eliminate the deficiencies in passenger services. Some things are being done in this regard but as yet by no means everything possible.

Improvement of the organization of passenger transportation, especially on the Moscow Railroad, is at the center of the attention of the MPS. First priority is being given to strengthening the material and technical base for passenger transportation. In 1979 nearly one-third of the railroad cars supplied by industry were sent to Moscow.

Work is in progress for remodeling of the stations in the capital. Considerable attention is being focused on improvement of the organization of ticket sales and passenger service.

But our main task is the matter of strict adherence to the schedule for the movement of passenger trains. The ministry is implementing the measures necessary in this regard. The central commission for monitoring the fulfillment of passenger train schedules and its counterparts on the railroads are trying to obtain adherence to the schedules. The board of the MPS reviewed the measures for improvement of the organization of passenger transportation and adopted a decree designed to step up the level of discipline in all the links concerned with this transportation. The result was some improvement in the adherence to the schedule for the movement of passenger trains in the January-April period. The task is to obtain a consistent adherence to the schedule for the routing of trains.

Efficient organization of the movement of electric trains has a direct effect on the business of providing for the normal vital activity of the city. The Moscow railroad junction is the largest in the network in terms of volume of local transport. Every day 3,000 local trains operate on the Moscow junction and they are used by more than 3 million persons.

At the same time, railroad transport is experiencing great difficulties because of the inadequate carrying capacities of the leading sectors of the junction. In the peak hours the intervals between trains are close to the possible limits. To improve the movement of local trains work is in progress for the building of additional main tracks and new lines. This represents the long-range directions, so to speak. The facts of life do not require us to put the supplementary reserves into operation immediately. And in this matter the railroad workers of the capital are initiators.

On their initiative the MPS decided to increase the electric train rolling stock from 10 to 20 cars, which makes possible a 10-15 percent increase in the shipments. In many of the Moscow junction directions trains of this type have already been introduced. This year all the local trains will be 12-car trains. Being completed as a result is the repair and lengthening of nearly 800 passenger platforms.

Along with the whole country, the workers of the steel lines are endeavoring to do everything possible to insure successful fulfillment of the assignments for the year and for the 10th Five-Year Plan as a whole and to build a firm foundation for the work in the 11th Plan. In the vanguard of the competition among the country's railroad workers is the collective of the order-decorated Moscow main line. The millions of tons of freight shipped over and above the plan and the millions of kilowatt-hours of electric energy saved will constitute a prized gift to the 26th CPSU Congress.

Deputy Minister Comments

Moscow GUDOK in Russian 31 May 80 p 1

[Interview by GUDOK correspondent B. Zimting]

[Text] Beginning 1 June the country's railroads will go over to the new schedule for the movement of trains. At the same time, corrections will be made in the plans for the marshalling of trains and the procedure for the dispatch of railroad car stock. Our correspondent B. Zimting asked First Deputy Minister of Railways USSR Nikolay Semenovich Konarev to answer a number of questions in this connection.

[Question] First of all, Nikolay Semenovich, what prompted the changes in the schedule?

[Answer] The new schedules for the movement of trains and the marshalling of them were drawn up in light of the changes which have taken place in the development of the network and the increased extent of technical equipment of the railroads; also, the introduction of the advanced production experience of the collectives and, particularly the enterprises of the Moscow Railroad, in acceleration of shipments by increasing the weight and length of the trains, work which gained the approval of the CPSU Central Committee. In the schedule for movement of passenger trains there were made the changes necessary in connection with the staging of the Olympics in the summer of 1980 and the transportation of Olympiad-80 participants and guests.

Attainment of the norms worked out will enable us to insure fulfillment of the ever increasing plan for the shipment of freight, improve the use of the rolling stock and other technical facilities, increase the transport, carrying and processing capacity of the sectors and stations, step up the speed of movement and the weight of the freight trains, extend the run of the transit car without reprocessing, adhere to a schedule of labor and rest for the locomotive crews, and establish the necessary passenger service. We are being oriented for these endeavors by a decision of the November (1979) plenum of the CPSU Central Committee.

[Question] And what are the changes in the schedule for passenger trains?

[Answer] The passenger schedule worked out last year is being retained in its basic aspects. But changes are being made in it for the purpose of reducing the transit passenger flow through the capital junction. We have cancelled 23 pairs of trains to Moscow from Leningrad, Arkhangel'sk, Vorkuta, Kazan', Kaliningrad, Gor'kiy, Sverdlovsk, Brest, Riga and Chelyabinsk and from Moscow to Adler, Simferopol', Odessa and L'vov. In place of these we have inaugurated new routes without stops in the capital.

We have also assigned three new trains for the Kovel'-Kiev, Adler-Simferopol' and Leningrad-Berlin routes. We have modified and lengthened the itineraries of a number of trains and we have converted some to year-round operation.

To provide for the transportation of the sports holiday participants and guests we have arranged for 33 pairs of Olympic trains, 11 of them for international traffic. These measures are designed for the establishment of maximum conveniences for the passengers.

The chief criterion for the quality of the passenger transport is strict adherence to the schedule. The conditions necessary for this are being provided by a complex of organizational and technical measures. We have improved the traction service to provide for electrification, new lines, a partial change in the volume of track repair work, and replacement of the locomotives with more powerful ones.

However, these measures, unfortunately, do not as yet make full provision for a level of 100 percent in the routing and we have consequently modified the schedule for the movement of some passenger trains in some directions. But there are potentialities for strict adherence to the schedule on the railroads. It is essential to have a wider dissemination and study of the experience of the railroad workers of the Baltic, Oktyabr', Transbaykal and other main lines which have achieved the highest level of routing of passenger trains. Every railroad worker must bear in mind that strict adherence to the schedule is the most important requirement we are tasked with.

[Question] We know that in the recent period the country's railroads have been operating with a sense of extreme urgency. In light of the new tasks, what measures are being taken to increase the effectiveness of the transport conveyor?

[Answer] The schedule of movement is inseparably linked with the plan for the marshalling of trains and the procedure for control of the traffic volume. Since the rates of growth of the transport determined the development of the stations, the greatest importance attaches to the task of increasing the transit capacity of the traffic volume and reducing the processing of the cars at the marshalling stations, particularly in the direction of freight traffic congestion.

The new plan provides for the marshalling of trains for more distant destinations, the redistribution of the marshalling work among a number of stations, and expansion of the itineraries. The level of transport of freight on the routes will be 46.5 percent greater and the routing distance for them will increase an average of 90 kilometers. These measures will result in an increase up to 65 percent in the transit capacity of the traffic volume and will cut down the processing at the stations by 1,200 cars a day. The procedure for handling of the traffic volume provides for a more effective use of the carrying capacity of the railroad lines which provide the minimum transport costs and the fastest delivery of the freight. We also intend to detour the traffic flow in connection with ongoing repair and construction work and also where the necessary amounts of traffic are not provided.

The new plan for the marshalling of trains and the procedure for the management of the traffic volume will enable us to reduce the operating costs by 49 million rubles and to free 1,700 cars a day from the operational pool for use in additional shipments.

[Question] All the planned measures evidently also obtain the appropriate technical support, do they not?

[Answer] Yes. We are aware of the party and government's constant solicitude in the matter of transport. Because of the inauguration of a new schedule, provision was made for a 3.5 percent increase in the capital investments for development of the material and technical base. At many of the stations work is in progress for strengthening their track management and technical equipment; small-capacity hump yards are being constructed; additional tracks are being laid and the existing ones extended; pneumatic post boxes are being installed; the lighting is being improved; and more and more of the switches are being equipped with electric centralization.

Installations put into operation include six new points for technical inspection of locomotives, four equipment units, and 11 crew recreation centers. In progress is redistribution of the locomotive pool among the railroads in accordance with the quantity of the freight and passenger traffic stipulated in the new schedule.

We have also trained the railroad car technicians. We have now extended the guaranteed arms in freight traffic an average of 134 kilometers in 55 sectors. With the object of reducing the train costs we have reviewed the operating schedule for the step-down devices and we have adjusted the braking and automatic coupling equipment of the cars in the passenger pool. Twenty Donbass car repair machines and 125 mobile repair units have been delivered to the railroads.

The Omsk-Irtyshsk, Kamen'-na-Obi--Srednesibirsk, and Khabarovsk-Bira sectors have been electrified and this will enable us to increase the volume of transport and to relieve the main Trans-Siberian route. We have built

intermediate traction substations, installed 20 sectionalizing posts and 26 parallel connection points, and we have replaced 60 power and traction transformers.

The Baykal-Amur Main Line [BAM] has been taking an increasingly active part in the transport process. It has inaugurated through traffic in accordance with the scheme for temporary operation from Urgal to Komsomol'sk. On this route we expect to begin shipment of coal and timber to the port of Sovetskaya Gavan this summer. The railroad car run has been reduced by 700 kilometers. Operational traffic has also been opened in the western sector of the BAM from the Lena in the direction of Nizhneangarsk.

[Question] Nikolay Semenovich, a great deal has, of course, been done. But, unfortunately, there are still also some deficiencies. What is the role of the commanders of the main lines in respect to elimination of these shortcomings?

[Answer] Actually, a number of railroads and branches are not giving proper attention to the job of finding and exploiting the available potential for escalating the level of the operational work and the job of making provision for the growing volumes of transport. There is lacking the necessary conscientiousness in fulfillment of the traffic schedule and the plan for the marshalling of trains and in observance of the prescribed procedure for managing the car traffic.

The managers of the railroads, branches, stations and enterprises have been directed to carry out active work for the eradication of these deficiencies. It is essential to step up the level of the operational transport work on the basis of a strict adherence to technological discipline in all the links of the transport process, to increase the volumes of delivery of railroad cars along the railroad junction points, and to improve the work of the stations and car and locomotive depots. This is especially true of the Ural and Siberian railroads.

The efforts of the collectives must be concentrated on the search for additional reserves for increasing the transport capacity of the sectors and routes and making extensive use of the operational experience of the collectives of the capital main line in respect to acceleration of the transport of freight by increasing the weight and length of the trains. Also, by making use of the advanced experience of the other production collectives, achieving efficient organization in the work, and promoting more widespread development of socialist competition.

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OVERVIEW OF PASSENGER, FREIGHT TRAFFIC PRESENTED

Summertime Problems

Moscow GUDOK (n Russian 14 May 80 p 1

[Text] Summer, a very important time for rail transport, is drawing near. It is a period of significant growth in shipment volumes. The number of passenger trains increases greatly on all the leading lines.

The people have a saying that "a summer day feeds a year." This saying reminds rail workers of the necessity of making maximum use of the warm part of the year to create winter reserves of fuel, raw and other necessary materials at our enterprises. That is, we will have to load and deliver more coal, ore, flux and many other things than usual. In this regard, it should always be remembered that the growing shipments will have to be made while there is extensive major overhaul underway on the tracks, which will require that "windows" regularly be granted and that interaction between repair workers and traffic organizers be especially precise.

Rail transport workers have powerful, modern equipment with which to cope with the summer passenger and freight shipments, but solving the task will require highly organized work in all links of the transport conveyor, strict observance of technological discipline, and a responsible attitude on the part of each person towards the work entrusted to him.

The Ministry of Railways collegium recently reviewed and approved a new traffic schedule and plan for drawing up trains. They will go into effect on 1 June. They are more progressive than the existing ones in terms of all indicators and normatives and will enable us not only to carry out the assignments which will be issued railroaders, but also to ensure above-plan shipments through the use of reserves invested in them.

The schedule is the primary technological document determining all transport work. It takes into account the growing amount of equipment available to the railroads, the achievements and initiatives of the leading collectives, and recommendations by scientific institutions. On these grounds, train speeds and weights have been increased, the range of travel without reclassification has been increased, car coupling transmission levels have

been raised, and the throughput and carrying capacity of a number of important lines have been increased. Schedule normatives must be adhered to rigidly, as if they were law.

Analysis of network operation in April and May shows, however, that not all railroads are solving this problem as they should. Whereas the level of fulfillment of the existing schedule this year rose on the Belorussian, Baltic and Moscow railroads, it fell on the West Siberian. There, 76.7 percent of the passenger trains ran on schedule in April, but only 52.4 percent of the freight trains did so. And there was no noticeable improvement in May. In all fairness, it should be noted that the West Siberian railroaders were delayed for a long time by their neighbors, and especially by those to the east.

At present, traffic on roads in the Urals, Siberia and the East is picking up somewhat, but can by no means be considered normal yet. Trains are still being originated slowly on the Far Eastern, and a large surplus of freight for them is accumulating on the Transbaykal. For no particular reason, the Gor'kiy, Kuybyshev and Volga mainlines have bogged down an odd stream of cars. As a result, the schedule and car turnaround have deteriorated appreciably on the South Urals and Sverdlovsk railroads. Incidentally, the Sverdlovsk Railroad has more than enough troubles of its own. Due to the continued unsatisfactory operation of the Azerbaijan Railroad, Caucasus roads also lack the necessary maneuverability to count on successful operation under the new schedule and fulfillment of the summer shipment plan.

Very few days remain until June and we need to take the most decisive immediate steps to eliminate serious unfinished work on a number of roads on preparing for the new train traffic schedule. This concerns workers of all services and all main administrations.

The continued unsatisfactory condition of diesel locomotives and their servicing on the Gor'kiy, Volga, West Kazakhstan, Central Asian and Far Eastern railroads is a matter of serious concern. The depot percentage of locomotives in disrepair is higher there than anywhere else, and it is not decreasing.

Car workers have not fundamentally solved the problem of repairing cars right where they come in damaged or, as they are customarily called, "sick." The numerous train delays due to PONAB's [expansion unknown] demonstrate that car technical servicing is of unsatisfactory quality.

Track-worker tasks are more complex in summer than at other times. No offense intended, but by no means all track district collectives are properly prepared for this season of heavy shipment. The number of unscheduled notifications that train speeds must be reduced is higher than last year, which is a direct indication of lessened attention to routine track maintenance.

Things stand better with power engineers and communications workers, but in view of the complexity of their systems, they must always be on the alert and bring all laggards up to the level of the leading collectives; they must not permit a single instance of interruption in the operation of power-supply, automatic-machinery or block-signalling installations.

Preparations for precisely following the new schedule are of a special, multilevel nature for traffic and freight service workers. They are the primary organizers of car loading and unloading, of drawing up, dispatching and routing trains at precisely set times. They bear a great responsibility as well for the highly productive use of basic transport equipment. Special stress should be placed on the leading role of sector and road dispatchers, who are called upon to unify the efforts of railroaders in various services and direct them towards attaining the primary common goal of accelerating the shipping process.

During the course of the socialist competition for a worthy greeting for the 110th anniversary of the birth of V. I. Lenin and in honor of the May holidays, quite a few valuable initiatives and effective work methods and procedures have been born. This has helped rail transport as a whole to cope with the shipping plan for the first four months of this year. It is necessary that the temper of the competition not lessen throughout the entire year, the concluding year of the 10th Five-Year Plan, that all leading experience and foremost that approved by the CPSU Central Committee find universal application. The best party, trade-union and Komsomol forces, the best transport specialists and innovators, should be directed to propagandize and introduce it.

Sight must not be lost of the fact that, given overall fulfillment of the shipment plan, the railroad network is lagging in terms of coal, ore, metal, lumber and a number of other important types of freight. It is a top-priority task to eliminate this debt and then create a pre-winter reserve. Here again, we must stress the necessity of strict observance of regulations discipline. In May, several roads, including the Gor'kiy, Northern and South Urals, held both loaded and empty gondola cars above the norm with no justification whatsoever.

It is already time to be planning the specific deployment of forces and means to ensure shipments for the harvest and shipment of the harvest itself.

The new schedule must become a mobilizing factor for railroaders to improve all transport work indicators:

for all passenger stock -- excellent preparation for runs; for trains proper -- precise dispatching and running on schedule. Remember that this is the summer of the Moscow Olympiad for passenger trains;

on all mainlines, "windows" for major overhauls are to be granted in strict accordance with the schedule and trains are to be allowed to pass on demand, as is now done in the leading departments;

increase the tempo of shipment on all lines, ensure transfer levels at junctions at at least the technical-plan level.

It is a matter of honor for railroad workers, relying on a progressive schedule, to run the heavy summer shipments of passengers and freight in an organized manner and at a high level.

Minister's Central Asian Trip

Moscow GUDOK in Russian 28 May 80 p 3

[Text] Minister of Railways I. G. Pavlovskiy has completed a trip on the Central Asian Railroad, visiting railroad enterprises in the Uzbek and Tadzhik SSR's. Problems of improving transport services in Central Asian republics in light of the resolutions of the 25th CPSU Congress, the CPSU Central Committee and USSR Council of Ministers Decree "On Steps to Develop Rail Transport in 1976-1980," and the instructions and recommendations of Comrade L. I. Brezhnev, General Secretary of the CPSU Central Committee and Chairman of the USSR Supreme Soviet Presidium, were examined right on the spot.

The Central Asian Railroad plays a leading role in meeting the rapidly growing needs of the national economy and population for shipments in this region. In this connection, the road is carrying out major measures to increase the throughput and carrying capacity of the lines, to develop the material and technical base of the entire multibranch economy. Capital construction plans are being carried out successfully. This year alone, we are installing automatic block signalling on the Kokand-Akhunbabayeva section, completing provision of the Ashkhabad-Dushak section with centralized dispatching facilities, building a diesel locomotive servicing and maintenance shop at Karsh' Station, building a refrigerator train outfitting center in Syrdar'inskaya, building a terminal at Urgench, and doing other work. The material well-being of railroaders is improving with each passing year; housing, cultural and personal-services construction is increasing.

Along with improving shipment technology and organization and with raising the level of routine equipment maintenance and repair, a reliable base is being created for successfully carrying out taut plan assignments. Mainline workers successfully coped with the 1979 plan and are working confidently in this, the concluding year of the 10th Five-Year Plan. During the first quarter, about 700,000 tons of national economic freight more than planned was shipped. Based on its work results, the road's collective won the all-union socialist competition. At a festive meeting of railroaders held in Tashkent, the minister awarded representatives of the Central Asian mainline the challenge Red Banner of the Ministry of Railways and the central committee of the rail transport workers' trade union.

After congratulating the railroaders on their labor successes, the minister spoke in detail about this year's tasks stemming from the resolutions of the November (1979) CPSU Central Committee Plenum and Comrade L. I. Brezhnev's

speech at the plenum. Shortcomings in operations, unsolved problems and unused reserves were analyzed. It was emphasized that the road has everything necessary to successfully carry out the taut 1980 plan and to start the new, 11th, Five-Year Plan confidently.

The railroaders expressed their profound gratitude to the CPSU Central Committee, the Soviet government and Comrade L. I. Brezhnev personally for their enormous attention to and tireless concern for rail transport and its workers. They assured us that they will make every effort to speed up the shipments, to improve work quality and efficiency.

During the trip, the basic directions in which the material-technical base of the Central Asian Railroad is to be developed in the 11th Five-Year Plan and beyond were examined in detail. The importance of developing the rail network, especially in new industrial and agricultural construction regions, of strengthening stations, electrifying a number of sections, and building or renovating locomotive and car depots, freight, passenger and other facilities, was stressed.

At the same time, attention was focused on the necessity of raising the level of organization of shipments, of improving rolling stock use, and of organizing transport equipment repair and routine maintenance more precisely. A number of questions were posed concerning strengthening labor and production discipline, increasing the personal responsibility of railroaders for the work entrusted to them. In accordance with the demands of the Communist Party, the urgent necessity of ensuring unity in all economic and educational work in railroad collectives, of increasing organization in all its links, was pointed out.

The minister visited Termez and Dushanbe stations, the Nukus terminal, the Tashkent subway and the Railroad Workers' Palace of Culture in Tashkent and familiarized himself with the construction of a number of new projects.

Participating in the assemblies, meetings and conversations with workers were D. Rasulov, First Secretary of the Tadzhik Communist Party Central Committee, A. Karimov, First Secretary of the Surkhandar'inskaya obkom, M. Khudaybergenov, First Secretary of the Khorezmskaya obkom, and K. Kamalov, First Secretary of the Karakalpakskaia obkom.

Minister of Railways I. G. Pavlovskiy was admitted to candidate membership in the CPSU Central Committee Politburo by Sh. R. Rashidov, First Secretary of the Uzbek Communist Party Central Committee.

Passenger Service

Moscow PRAVDA in Russian 3 Jun 80 p 1

[Text] Summer has come into its own. The most popular vacation period has begun. Millions of Soviet people are heading for sanatoria, boarding houses and on tourist trips. It is the task of those involved with passenger travel to make their trips to recreation areas comfortable and pleasant.

In our country, the network of railways is constantly being expanded; modern, comfortable rail cars, buses, airplanes and ships are introduced. As a result, the time people spend en route is reduced and transport throughput potential grows. In 1979, all types of transport carried nearly five billion more passengers than in 1975, and this summer hundreds of new trains, bus routes, and air flights are being introduced, helping residents of different regions of the country reach health resorts and favorite recreation sites quickly, without transfers. Special concern is being displayed for setting up irreproachable service for Olympiad-80 participants and guests.

The primary condition for exemplary passenger travel organization is that the traffic schedule be executed precisely. Any interruptions in it generate the accumulation of people in terminals and airports and inconvenience them. As last summer demonstrated, an especially complex situation arises at the large transfer centers and health resorts in such cases. Drawing a lesson from this, we must achieve rigid observance of the established railroad and airline schedules and, when the schedules must be deviated from, must display maximum organization, providing passengers with complete, accurate information and creating comfortable conditions where they must spend the delays. Both the specific organizers of passenger travel and the collegia of the transport ministries must bear the responsibility for this work.

The resolutions of the 25th CPSU Congress set the task of raising passenger service standards in all types of transport. In carrying out the party's instructions, railroad and airline workers, drivers and water transport workers have recently achieved definite improvement in road service. Quite a few model production collectives are working in transport. Brigades of the "Rossiya," "Latviya" and "Yuzhnyy Ural" company trains, TU-154 crews led by commanders V. Marey (Alma-Ata) and Ye. Bagmut (Vnukovo) and many intercity bus drivers deserve their good names.

However, passenger services are not properly set up everywhere. Some trains prepare for their runs poorly: ventilation and air conditioners in the cars don't work and there is not enough linen. People sometimes encounter rude conductors. Ground service in civil aviation could be improved: at a number of air terminals one must wait a long time for his baggage, information is provided poorly, there is a shortage of armchairs and couches and there are few cafeterias. All this is a result of disorganization, of a lack of responsibility for the work entrusted to one. The leaders of transport ministries, administrations and enterprises should be more demanding of workers in all links, developing in them a spirit of deep respect for passengers.

It is very important that we continue improving the organization of ticket sales -- several billion are written up each year. This sector is still a bottleneck: in summer, lines grow sharply at ticket sales counters, and home delivery of tickets is inadequately developed. The reason is a shortage of clerks and other personnel and poor provision of office equipment for them. In order to overcome these difficulties, the Central Rail Services Bureau for the Moscow Railroad has been using more than 800 students and upperclass pupils for several seasons now to accept and write up advance

orders. The Main Air Travel Agency is helped each summer by a student detachment from the Institute of Civil Aviation Engineers. Other large cities should also make use of this useful experience. At the same time, we must be persistent in introducing automated travel-document issuance systems which will help speed up these operations.

The local Soviets of People's Deputies are called upon to participate actively in setting up proper transport services. Their ispolkoms must be well-informed as to conditions at terminals in their cities; they must help maintain model order in them, ensure telephone communications as needed, and improve the work of buffets, cafeterias and restaurants. That is exactly what the ispolkom in Chelyabinsk does, for example. For many years now, the rail terminal here has been considered one of the best in the country, to the considerable credit of the city ispolkom. It would be useful were this approach, this constant assistance to transport workers, to become obligatory for all local soviets.

Strengthening the material-technical base of transport impacts favorably on passenger services. The renovation of old terminals and construction of new ones and putting up hotels in airports enables us to raise the level of service appreciably. At the same time, construction of such facilities is sometimes extremely slow. For example, construction of the air terminal complex in Khabarovsk by the Glavdal'stroy is taking an intolerably long time. The Glavkiyevgorstroy has been building a rail ticket-counter and passenger-lounge building for six years now. The leaders of construction ministries and enterprises must be more purposeful in putting up transport facilities and must remember that they are also responsible for improving road service.

The development of all branches of transport and improving passenger services are constant concerns of party committees and organizations. Thanks to their attention, socialist competition has been developed widely in many rail, air and motor enterprise collectives. Drivers are competing under the slogan "Everything For the Passenger" and many brigades of conductors and many rail terminal collectives have achieved a high level of road service. However, labor competition is frequently formal in nature and does not yield the desired results. Party organizations should overcome these errors, intensify educational work, and inculcate in each transport worker a high sense of responsibility for the work entrusted to him.

Providing the passenger with everything he needs en route and creating good travel conditions are complex tasks, but noble ones. It is the duty of Soviet transport workers to deal with them honestly and diligently.

Summer Travelers

Moscow GUDOK in Russian 22 May 80 p 1

[Text] In 1980, it is predicted that our railroads will carry about four billion passengers, the equivalent of the entire world population! Summer

will account for the bulk of this travel, and understandably so, as summer is the most popular time for vacations, trips and tourist excursions.

It is the high duty of railroaders to serve people quickly and with high standards. Representatives of all transport services -- terminal workers and car workers, mechanics and dispatchers, track and communications workers -- are involved in passenger travel. The CPSU Central Committee and USSR Council of Ministers decree on steps to develop rail transport in the current five-year plan stresses "...strict observance of train traffic schedules, and especially passenger train schedules, improving passenger service standards at terminals and on trains, improving passenger car maintenance...."

For the passenger, the road begins at the terminal. In recent years, dozens of terminals have been built or renovated in Kazan', Grodno, Voroshilovgrad, Baku, Tyumen', Tol'yatti, Saratov, Chardzhou, Yuzhno-Sakhalinsk and elsewhere. They are equipped with modern ticket printers, information equipment and inquiry apparatus.

But no matter how comfortable the terminal might be, the main thing to the passenger is to acquire a ticket quickly. This is especially important where many people vacation. There is a story on page two today about how ticket workers in the Northern Caucasus prepare to receive vacationers. But things are now going well everywhere. People are dissatisfied because advance orders are often not filled, lines are still long at the counters, two tickets are often sold for the same seat, and empty berths often leave on trains while many passengers wait.

Practice has shown that one reason for this mess is a lack of proper coordination between terminal ticket counters and the distribution bureau. The system of centralized train seat distribution introduced 10 years ago has a number of indisputable advantages: such leading service methods as advance ticket sales at any point, round-trip ticket sales and writing up direct reserved seat tickets came to be widely used.

However, this system is still far from perfect. The labor productivity of the ticket counter worker is low. Whereas an experienced worker "sent out" 45-50 people per hour prior to the introduction of dispatching, productivity is now nearly two-fold lower. The whole fact of the matter is that he is now forced to request each seat from the dispatcher, whose control panel is connected to dozens of ticket counters. We have not yet set up reliable communications between the distribution bureau and terminal ticket counters, so there are often mistakes in writing up travel documents.

These are by no means new problems. Nonetheless, leaders of the passenger main administration are not taking effective steps to put their system in order; they are not displaying enough energy in improving service.

Summer is also a strict examiner for rail-car system workers. Last year, there were many complaints about service on the trains, about poorly prepared

cars, about a lack of basic conveniences, about conductor rudeness. There were particularly serious complaints about trains on the Central Asian, Volga, Kemerovo, Far Eastern and a number of other railroads.

Leaders of the Main Administration of Railroad Cars must draw their own conclusions from the lessons of years past and must be seriously and totally concerned about creating maximum comfort for train passengers. But there are still many claims against car workers, which indicates that educational work is weak at enterprises of the main administration, that an inadequate sense of responsibility for the work entrusted to one is being inculcated, that proper supervision has not been set up of the implementation of even its own instructions and orders.

More attention should be paid to disseminating the experience of the leading collectives. For example, the "Sibiryak," "Ural," "Latviya," "Yantar," "Khar'kov" and "Moldova" company trains enjoy a good name. On these express trains, passengers find cleanliness, comfort and a solicitous attitude among conductors. Initiative, a thrifty approach, high demandingness -- this is what distinguishes the leaders of car-system enterprises where the company trains are readied for their runs. But are these "company secrets" always studied and used, even at the very same car depots, in the very same conductor pools?

It is gratifying that a number of leading collectives are greeting summer under the slogan: "'Excellent' Marks for the Additional Trains As Well!" The best conductors of the "Arktika" company train have changed over to working on seasonal trains where they are creating a high level of service. Baltic Railroad car workers have converted the summer Riga - Sochi train to a company train. But this initiative, deserving of the very broadest dissemination, has unfortunately not yet found broad support on other roads.

An alarming situation has developed with regard to meeting passenger train schedules. Citing difficulties in getting freight trains through, traffic commanders on the Azerbaijan, Volga, Kuybyshev, South Urals, Sverdlovsk, West Siberian and Kemerovo railroads have stopped concerning themselves with passenger schedules. On these roads, the schedules are met by less than 80 percent. And that at a time when no additional trains are being sent out yet! Everything necessary must be done to ensure that passenger trains are strictly on schedule this summer, when the traffic increases.

Good rail transport service is unthinkable without precise passenger travel organization. The fact is, people get their first impression of our railroads by how comfortable the trip is, from the time they acquire a ticket until they reach their destination. Olympiad-80 guests and participants will judge the country's rail service this summer by these criteria.

The summer passenger train schedule goes into effect in a couple of days, on 1 June. Ahead lies a busy, important period. In the time remaining, we must analyze once again the shortcomings of preceding years and draw from them the appropriate conclusions so as to improve passenger travel conditions.

The struggle against violations of discipline, against displays of dishonesty, rudeness and disrespect towards people, must be intensified.

Making passenger travel a model in 1980 is a matter of honor for railroad workers in all services!

General Problems

Moscow GUDOK in Russian 13 Jun 80 p 2

[Article by Ye. Khrakovskiy, GUDOK General Transport Problems Department editor: "Range of Scientific Research"]

[Text] The agenda for this meeting of the MPS [Ministry of Railways] collegium indicated we would hear a report from the All-Union Scientific Research Institute of Rail Transport (VNIIZhT). What actually happened was a long, animated discussion of the primary directions of technical progress on our railroads, how to increase the activeness of scientific investigation, and what very important problems the efforts of scientists and specialists should be focused on. Both the institute and the ministry carefully prepared for the collegium meeting ahead of time. Minister of Railways I. G. Pavlovskiy, his deputies and the leaders of a number of administrations visited institute laboratories and departments, talked with scientists and inquired about research progress, the development of inventions and scientific recommendations. Institute leaders laid a detailed written report, folders of charts and diagrams and excerpts from articles in the periodicals, on the table at the collegium, so one didn't have to listen for numbers. The speakers did not repeat the same things over and over, as sometimes occurs when there are many speakers, but rather supplemented one another. There were a great many people who wanted to speak, however, and they were given their chance. More than 30 people spoke. In discussing the detailed report by VNIIZhT Director B. D. Nikiforov, the problems were examined from two angles of approach, from two points of view: after the leader or leading specialist from some department of the institute spoke, the floor was immediately given to the chief or chief engineer or the corresponding main administration, and vice versa.

Our scientists are now involved in an important project, developing a comprehensive, long-range program for developing transport. As was indicated at the November (1979) CPSU Central Committee Plenum by Comrade L. I. Brezhnev, this program must absorb the best achievements of scientific and technical thought and must encompass all the most important questions concerning

the development and interlacing of all types of transport. The most exciting problem for the railroads is increasing and making better use of the throughput, carrying capacity and processing capacity of the most important lines.

At one time, two decades ago, scientists predicted what the shipping volume would be in 1980 and what railroad equipment capacity development would be needed to handle it. The freight turnover forecast was almost exact. The assumption was that it would reach 3.55 to 3.6 billion ton-kilometers, and it is actually about 3.5 billion this year. But we have not managed to achieve a corresponding increase in carrying capacity. The increment has only been on the order of 70 percent of that calculated.

In order to give the reader a more graphic idea of the reasons for today's difficulties, let me give several other figures from the report. In 1960-1970, the freight turnover increment was handled as follows: 36 percent by increasing train weight and 64 percent by increasing traffic flow. In the next decade, the situation was aggravated even more. The ratio was 27 to 73 percent. In other words, the number of trains on many important lines has increased to the point where throughput capacity is almost at a maximum. And that is a very disadvantageous operating procedure. A slight interruption in traffic in one spot causes serious complications on the entire line.

In order to handle the growing shipments over the next 20 years, we will unquestionably have to develop the railroad network, build new unloading lines, lay second, third and fourth tracks, electrify important lines and sectors, introduce modern signaling and communications equipment even more energetically, and strengthen the track system and maintenance base. But, in the opinion of scientists and specialists, the most important thing will be to chart a resolute course towards sharply increasing train weight in order to raise it to 6,000 tons on the main heavy-traffic lines in the first stage and to 8,000-10,000 tons in the second stage. In the future, at least two-thirds of the total increment in freight turnover must be ensured through increased average train weight. Reliance on heavy trains will enable us to reduce traffic intensiveness on the most heavily used mainlines and to create an optimum throughput capacity reserve.

We often preach bringing reserves into play and sometimes forget that reserves must be created in advance, as well as used. Without the necessary reserves, it is simply impossible to guarantee the reliable operation of so complex a system as the country's primary shipping conveyor.

What do the scientists and specialists suggest? How can the weight of the trains be increased sharply? The answers have long been known, in a general way. It is all a matter of specific resolutions which permit obtaining the greatest impact with minimal expenditures.

We must first of all speed up the change-over of industry to producing eight-axle cars. Unfortunately, this change-over has been delayed, for which institute associates are not without blame. They have for many years

preferred six-axle rolling stock to eight-axle. While the scientists argued, the plants did not restructure their production, continuing to produce the four-axle cars they were accustomed to. It is good that the new institute leadership has taken the correct position.

VNIIZhT specialists, jointly with colleagues from the MIIT [Moscow Institute of Rail Transport Engineers] and engineers from the Ural'sk and Kryukovo car-building plants, recently worked out the design for eight-axle gondola cars. The new rolling stock has now been recommended for series production, and the job now is to force plants to change over to producing it as quickly as possible. The impact of this will be very great. Mass production of Tpr eight-axle gondola cars will enable us to increase average train weight by approximately 30 percent and to increase the shipping capacity of the lines by 18-20 percent.

Speakers A. A. Dolmatov, leader of the institute's car department, and G. I. Osadchuk, chief engineer of the Main Car Administration, agreed that the new cars must be lighter and stronger. We must not close our eyes to the fact that under present conditions, the impact speed of cars in the hump yards is quite a bit higher than was originally planned and that the loading and unloading methods are not those the designers had in mind. Alloyed steels and economical metal shapes should be introduced more energetically into car building.

Larger and more reliable locomotives are required to haul the heavier trains. Weight norms are now about 12-30 percent below the maximum possible in terms of station track length on a total range of about 40,000 km (and generally on the most heavily traveled lines). The engines are operating at the limit, but carrying capacity is not being fully used. The situation is complicated by the fact that locomotive operating conditions have become considerably more complex in recent years. Trains must stop much more often on steep grades, straightways, and especially at entrance signals. They often move at speeds considerably below the rated speed of the engine. And engine maintenance is weak at many depots. The results are well-known: locomotive (and especially diesel locomotive) damage increases, as do unplanned maintenance and, as a result, interruptions in traffic.

Both the institute and the main administration consider it necessary to set a more resolute course towards sharply increasing locomotive power, towards using engines in several sections run by a single brigade under the multiple-unit system. Institute associates have proposed an immediate increase in deliveries of three-section ZTE10V diesel locomotives and using in three sections on the most heavily used mainlines diesel locomotives freed for other use on lines changed over to electric traction. A decision to do this would provide an opportunity to increase the carrying capacity of lines served by diesel locomotives by 8-12 percent. Moreover, the operating reliability of the engines would be improved by 25 to as much as 33 percent.

Main administration scientists and specialists are agreed that the electric locomotive of the future must be in sections, but opinions differ as to what

kind of sections they must be -- four- or six-axle. Electrification department chief A. L. Lisitsyn argued the institute's viewpoint well, demonstrating that reliance on four-axle sections would ensure greater maneuverability and permit effective operation of trains of the necessary weight throughout the electric traction range. But main administration chief S. I. Solov'yev offered no weighty arguments in favor of six-axle sections at the collegium meeting.

This is a lengthy dispute. Several months ago, V. I. Duvarov, Director of the Novocherkasskiy Electric Locomotive Building Plant, and V. I. Yanov, Director of the All-Union Scientific Research, Design and Technological Institute of Electric Locomotive Building, told me that, inasmuch as it has not been decided what sections transport requires, the development of promising electric locomotives for the electric mainlines is being delayed. It is not clear how to retool the plant, but its retooling is in fact already underway....

But the minister said at the collegium meeting that it is time to put an end to the dispute. He proposed submitting for collegium review as quickly as possible a well thought-out program which would define precisely what kinds of locomotives and cars transport will need in the future and what the industrial enterprises producing them should be oriented towards.

Much attention was paid at the collegium meeting to track problems. Track condition largely determines both train weight and speed and traffic safety. Track system department leader V. G. Al'brekht said with some pride that, on the initiative of scientists, an all-union state standard has been approved for steel rails with fewer impurities due to the use of complex deoxidizers. The service life of such rails is 25-30 percent higher than for ordinary rails. There is, it is true, one large "but" here: only about five percent of all the rails supplied to transport are of this type.

The use of heavy R-75 rails on the most heavily used lines linking Siberia with the Urals and the center of the country could yield an enormous impact, but industry is producing six- or seven-fold less than is required.

Railroaders know what unpleasantness arises when switches malfunction, especially at crossings. The fact is that we are now basically being supplied with R-65 rails, but the switch crossings are of lighter types of rail in the overwhelming majority of cases, which does not meet modern requirements. Institute associates demonstrated at the collegium meeting, using charts, drawings and photographs, new, flattened crossings with a continuous-roll surface they have developed. The service life is three- to four-fold higher.

"Why, then, has their large-scale production not been set up," minister A. T. Golovaty was asked by his own deputy, the head of the plant main administration. "Our enterprises do make switches! There's no one else to blame here...."

"There are difficulties with machine tools and equipment," replied A. T. Golovatyy.

"Prepare proposals and an order," instructed I. G. Pavlovskiy. "This is a matter of great importance. We must not drag our feet."

We now have laid 50,000 km of seamless track. This provides a great savings of electric power and diesel fuel and reduces wear on rolling stock. But such "velvet" track is not being laid on the most heavily traveled mainlines. Why? V. G. Al'brekht explains: very large "windows" are required to replace defective rails. The institute recently suggested what should be done in such cases to cause minimal problems for train traffic. It is a matter of using innovations extensively.

Mechanizing routine track maintenance is one of the most critical problems in transport today. This is in considerable measure a social problem. A very great many women are still employed in heavy physical work here. So the institute has worked out a whole program to reduce manual labor expenditures in the decade by a minimum of 2.5- to three-fold. Estimates show that in order to do this, we must increase track machinery production in the Ministry of Construction of Heavy Industry Enterprises system two- or even three-fold and expand their assortment. Thus far, however, the ministry has accepted only 10 of the 24 models of new track equipment with the potential for series production at this time. And the quality of the machines being supplied leaves something to be desired.

"Holding 'windows' open too long," Main Track Administration chief and Deputy Minister B. A. Morozov declared directly, "is first of all a result of track machinery malfunctions. Many of their subassemblies are weak and insufficiently reliable; they are not intended for use under our complex conditions. The production base is very weak at track machine-building enterprises...."

The minister was instructed to prepare a detailed, well-reasoned presentation to once again place the question of comprehensive track work mechanization before planning agencies. And the main administration and the road administrations should be concerned, I. G. Pavlovskiy said, about using the machinery available to the greatest effect.

VNIIZhT leaders, heads of its departments and laboratories, and leading scientists told the collegium about research in such important areas as improving shipment planning, methods of managing the transport process, organizing freight-handling and commercial work, and passenger services. A number of important questions connected with further introducing modern means of automation, remote control and communications were raised. There was also reference to a broad range of tasks now being resolved using computers. Unfortunately, the return on this expensive equipment is not so high as one would like.

A. A. Polikarpov, chief of the MPS Statistics and Reporting Administration, expressed the correct notion that automatic control systems and computers must provide data new in quality. And what are we getting? Several thousand people collect information by hand, draw up the copy and transmit the data to the road's computer center. There, the data are totalled and sent to the MPS. In our age, collecting information by hand is not a proper job, the speaker said, in support of the minister. We need data processing integrated with primary sources, with the basic shipping documents. Specialists on the Belorussian Railroad offer a good example of how this should be done.

Both the speaker, VNIIZhT Director B. D. Nikiforov, and the institute party committee secretary, V. F. Baraboshin, complained of difficulties in securing personnel. Due to comparatively low wages, skilled specialists leave the MPS for enterprises of the Moscow and October railroads and other organizations, and the influx of fresh forces, of talented young people, is inadequate. One would think one way of solving this problem would be to introduce students to institute-based research beginning in their second and third years, as was suggested by MIIT Prorector I. V. Biryukov and MPS Main Administration for Academic Institutions chief G. A. Minin. During such joint work, scientists could select worthy replacements.

A number of other suggestions were also made about strengthening communications, the interaction between branch and VUZ science and transport.

P. N. Popov, central committee secretary for the trade union of rail transport workers, devoted his speech to the tasks scientists face in the area of labor protection and safety. There are technical resolutions enabling us to do without many dangerous operations, but they are sometimes implemented slowly. The collegium noted in particular that the production of car speed reducers for classification hump yards is being increased extremely slowly. How many people could be shifted to safe jobs were this task to be resolved quickly! The minister suggested that main administration leaders see what help the railroads could give our plants in this matter by using their own production bases.

It would be hard to overestimate the importance now being attached to improving economic work. Institute economists have done much in recent years, which was noted at the collegium meeting. But they are faced with doing quite a bit more. MPS Scientific-Technical Council Chairman and deputy minister K. V. Kulayev stressed that until recently, the VNIIZhT had practically no involvement with problems of setting rates for operations work. The previous institute leadership simply ignored this very important question. Now, given the extremely intensive train traffic, it is extremely necessary that transport operation plans be comprehensively substantiated scientifically, that all indicators and the entire system of moral and material incentives be aimed at achieving the highest end results. The cost accounting system is in serious need of further scientific development at all levels, from the line enterprise to the road as a whole.

Concluding discussion of the VNIIZhT report, Minister of Railways I. G. Pavlovskiy supported what was said by many speakers at the collegium meeting to the effect that, with the recent arrival of its new leadership, the institute has been more active in solving problems important to transport. The scientists' search has been conducted in closer contact with the practical operation of the railroads, with the vital tasks set transport workers by the Communist Party and Soviet government.

The institute has a solid research base and very high scientific potential, and everything possible must be done to use it in the best way. We must not reconcile ourselves to scattering efforts among numerous projects. Is it right that, according to the subject plans, research was done on 441 topics last year? Unneeded projects of little importance should be closed down. The main administrations must participate more actively in planning the work of institute departments and laboratories. The activity of the VNIIZhT, VUZ's, planning institute, and technological design bureaus of the main administrations must be coordinated more precisely and with better forethought. Everything possible should be done to strengthen and develop ties between science and production.

At the present stage, unity of leading techniques, progressive technology and work organization has taken on particular importance. We often encounter great difficulties due to the fact that we first introduce new equipment and then begin thinking about how to restructure production technology and organization.

Our scientists and specialists spend much effort and energy criticizing equipment already developed, I. G. Pavlovskiy noted. We await new ideas, original proposals and substantiated recommendations from them on introducing the most effective technical means on the railroads.

The 11th Five-Year Plan approaches. Transport needs a unified, comprehensive program aimed at meeting more fully and effectively the growing needs of the national economy and the population for shipment. It is the honorable duty of transport scientists to take a most active part in developing and implementing such a program.

11052
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OCEAN AND RIVER

MINISTER OF RIVER FLEET DISCUSSES RIVER SHIPPING

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 5 Jul 80 p 2

[Article by L. Bagrov, RSFSR minister of the River Fleet: "By River Routes"]

[Text] Hundreds of millions of tons of every possible kind of cargo are being carried today by our ships. It can be said that to one or another extent almost all of the branches of our economy use the services of Russia's river transportation. In most of the areas of Siberia, the Far North, and the Far East rivers are still the main transportation arteries. And for this reason the "Basic Directions of the Development of the USSR Economy" which was adopted by the 25th CPSU Congress emphasized the top-priority development of river transport precisely in these regions. Today river transport accounts for more than half of the hauls in Tyumenskaya and Tomskaya Oblasts. And in Yakutiya for even more -- 80 percent. Compared with the same period during the past five-year plan, during four years of the present five-year plan river cargo hauls have increased as follows: for the petroleum workers and the gas workers and geologists of Western Siberia by 1.7 times; for the Noril'sk Mining and Metallurgical Combine -- by 60 percent; and in the northern rayons of Irkutskaya Oblast and for Yakutiya -- by one-fifth.

In the future also, as the result of the rapid development of the Western Siberian petroleum and gas complex, the amount of cargo hauls on rivers will greatly increase. For example, in 1985, in the Ob'-Irtysh Basin alone it will be necessary to supply 15 more million tons of cargo than at present.

In recent years our river workers have received hundreds of new modern ships -- cargo ships, tankers, and tugs. The chief task now is to make fuller use of the capabilities of our powerful floating equipment. An analysis of the results of the past navigation period has shown that the steamship companies of the eastern basins, particularly the Western Siberian, the Lena United, and the Amur companies, did this insufficiently effectively. There were frequent cases when through the fault of the

dispatchers of the steamship companies several loaded ships were sent at the same time to a single destination and even to a single cargo receiver. Is this not a deliberate stoppage? The board of the Ministry of River Fleets has made a detailed analysis of all of these cases and has worked out measures which will prevent similar violations.

But, nevertheless, the main reason for the losses of the carrying capacities of our ships is the extremely unsatisfactory unloading work at the piers of ministries and departments. For example, in the areas of Western Siberia enterprises of the USSR Ministry of Petroleum and Gas Construction, Ministry of Petroleum Industry, Ministry of Industrial Construction, Ministry of Timber Industry, and Ministry of Geology permitted 7.2 million tonnage-days of above-norm idle time by the fleet. This means that it would have been possible to bring an additional 500,000 tons of cargo to the central wharf! There are also large amounts of idle time at the piers of the Ministry of Non-Ferrous Metallurgy and the Ministry of Energy in the Yenisey, Lena, and Amur basins. Here, every ship is processed two to three, and sometimes four times more slowly than in the river ports of our ministry.

The whole problem is in the weakness of the port and pier enterprise of our clients. Only one-fifth of the piers which are operated by departments meet minimum requirements. And four-fifths of the pier frontage -- is nothing other than ordinary natural banks. Sometimes they cannot be approached because of shallow waters. A ship can only be unloaded by a floating crane. It happens that the crane's booms are too short to carry cargo from the hold to a truck. It has to be put on the ground. An extra operation. Can a ship be rapidly emptied under such conditions? Especially since, as a rule, work is done only during the day on such "piers."

Moreover, there is sometimes not enough floating equipment. The matter is aggravated by the fact that the floating cranes are deconcentrated among individual enterprises. We have proposed to the petroleum workers, geologists, and gas workers who own the floating transfer equipment in Urengoy, Salekhard, Nefteyugansk, Nizhnevartovsk, Vasyugan, and other important points of the Tumen, north that they be turned over to the river workers. So far our proposal has not met support, although the advantage of concentrating equipment under a single authority is obvious. Such an operation was carried out in the port of Nadym in the Irtysh Steamship Company. The results speak for themselves: comparable idle time by the fleet in Nadym is 1.9 times less than in Nizhnevartovsk.

The river workers have proposed another variant for the efficient use of the fleet: the formation of large-capacity echelons. Today it is no longer single crews, but many ship crews that conduct six and more

barges with a total freight capacity of 24,000 tons -- the weight of six trains! Let me mention the well-known names of the masters of large-capacity echelons: the USSR State Prize winners Captains M. Listopadov, V. Manakov, and Yu. Mizerovskiy and the Leninist Komsomol Prize winner Captain V. Myakishev. But this good initiative is being held back because of that same low technical level of departmental piers. What sense is there in taking enormous caravans (and this is far from simple!), and economizing time enroute if afterwards the ships will stand for weeks while being unloaded?

We believe that for the sake of our common work cargo receivers should take care of their own piers. This will help to eliminate idle time by the fleet, and this means to increase freight turnover. How important this issue is can be seen from the following example; the enterprises of the Ministry of the Petroleum Industry receive 1.2 million tons of cargo by river transport and have for this purpose more than a kilometer of linear meters of well-built mechanized piers. The enterprises of the Ministry of Petroleum and Gas Construction, on the other hand, have less than a kilometer of equipped piers, although the amount of their cargo is almost 3 times greater. That is why ships stand idle for much longer with the gas workers than with the petroleum workers.

During the next few years it is planned to build and reconstruct 35 large facilities in the basins of the eastern areas. All of the work is being performed by the subdivisions of the Ministry of Transportation Construction. These are highly skilled and reliable contracting organizations. But the port construction rates are still very low -- at five top-priority West Siberian ports only 14.8 percent of the construction and installation work has been performed. Meanwhile, the commissioning schedules for some of the facilities will end in the next two to three years. We hope that the leadership of the Ministry of Transportation Construction will have an understanding attitude toward our needs which follow from the accomplishment of the state task of the accelerated development of the West Siberian petroleum and gas complex.

The efficient use of the fleet, as is known, depends to a large extent upon the preparation of cargoes for transfer. Every year Gossnab USSR establishes assignments for the accumulation of cargoes at transfer points. Summer in these severe regions is short. And, as practice shows, if cargoes are not stored up during the winter, there will be no efficient work during the navigation period. And what happens in reality? This year, for example, the plan for the winter delivery to the Tobol'sk port was hardly fulfilled by one-half. River workers moved almost all of the stocks in the beginning of May and were idle until

June waiting for new cargoes. The picture was no better in the other ports of Western Siberia. Moreover, it is repeated every year. On the other hand, towards the end of the navigation period we are hardly able to cope with the avalanche of cargoes -- suppliers are paying off their debts. But a great deal of what is sent in the third quarter gets to its destination only in the following year. Even with a prolonged navigation period, and we do this with the help of powerful ice-cutters, it is not possible to cope with the spontaneous pile-up of materials and equipment.

There are great possibilities for an accelerated delivery of cargo in the wide use of containers. But plans which have been agreed upon with the Ministry of Railways are not being fulfilled. Railroad workers are providing us with only one-half of the supplies. For the sake of justice it has to be said that the cargo receiver enterprises are also at fault in this. They do not return the containers to the ports on time. We have concluded that river workers do not have the right to sit by idly in this situation. From now on the directors of ports will themselves control the unloading of containers and their return to the railroad workers.

The packeting of materials, especially loose materials, greatly shortens the time involved in loading operations. Good words have to be said about the initiative of the Ministry of Construction Materials Industry which ordered packet-forming machines in order to ship cement from the Korkinskiy, Sukhoy Log, Spasskiy, and Chernorechenskiy Cement Plants in packets made of thermal-contracting film. The first steps have already been taken. And one has to see with what joy the dock workers meet railroad cars from the Korkinskiy Cement Plant -- there is no need to drag every separate sack on one's shoulders. Equipment helps to unload the packets from the railroad car in a little more than an hour. By next year not only the Korkinskiy, but the other three above-named cement plants will transfer fully to the shipment of cement in packets.

But not only cement comes in packs -- so does sugar, flour, mineral fertilizers, and combined feeds. Why should other enterprises not make use of the valuable experience of the cement workers? Incidentally, rolled ferrous metals, small-diameter piping, and other output which is brought into the Far North could be shipped in packets. A shift to the packet delivery of these cargoes had already been determined during the last five-year plan by decisions of directive agencies. The coordination of this work was given to Gosnab USSR. But matters are moving too slowly.

Last year, as an experiment, seamen delivered large-diameter piping to New Port in the Ob' Inlet. The cargo was then transferred to river ships and sent to Nadym. The experiment was successful. Gosplan USSR

established that this year 60,000 tons of piping would be carried to Nadym in accordance with the tested scheme. The realization of this scheme for other cargoes also promises considerable gains: Transfers in Baltic ports are eliminated and this will make it possible to ease the situation on the railroads.

The decisions of the June Plenum of the CC CPSU and the active preparations for the 26th Party Congress which have begun have given rise to a new upsurge of labor and political activity in all of the coastal collectives and ship crews. "All of our forces for the successful fulfillment of the plans of the concluding year of the five-year plan and of the five-year plan as a whole" -- Russia's river workers are working according to this slogan.

2959
CSO: 1829

PROBLEMS, PROBLEMS OF MARITIME FLEET OPERATIONS REVIEWED

Moscow MORSKOY FLOT in Russian No 4, Apr 80 pp 1-5

[Article by N. Kuznetsov, party committee secretary of the Ministry of Maritime Fleet: "On the Lenin Watch"]

[Excerpts] The operating results over the 4 years of the five-year plan indicate that the large collective of the maritime fleet has successfully met the tasks confronting it.

In January 1980, the Board of the MMF [Ministry of Maritime Fleet] and the presidium of the trade union central committee and a meeting of the ministry party aktiv pointed out that the workers of maritime transport fulfilled the 1979 plan and the 4 years of the five-year plan for the most important basic indicators.

The collectives of the MMF central organization and the Moscow organizations are making their worthy contribution. Under the conditions of a further improvement in national economic planning and management, the increased tasks and the more complicated economic ties, the party has demanded from the ministries, as the staffs of the sectors, that they purposefully, clearly and energetically bring about an increase in production efficiency. A PRAVDA editorial on 28 January 1980 commented: "Practice shows that this work is carried out more successfully when the party organizations of the ministries work with initiative and in a militant fashion."

The KCP party committee and party organizations over recent years have acquired experience in increasing the role and responsibility of the communists for the assigned job, in skillfully employing all the reserves for raising production and for achieving high operating results for all elements of maritime transport. The MMF board, the party committee and the party organizations of the administrations and associations have begun to be more profoundly and thoroughly concerned with solving the problems of accelerating scientific and technical progress and raising the efficiency of scientific research and design work in the sector.

Over the last decade, particular attention has been paid to filling out the fleet with modern highly efficient specialized vessels. Thus, over the years of the Ninth Five-Year Plan, 370 vessels were commissioned with a deadweight of 3.7 million tons, and these vessels were basically built using new designs.

In the Tenth Five-Year Plan, the total addition to the fleet is to be around 4.2 million tons deadweight. Great attention is being paid to putting specialized highly productive new types of vessels into operation.

The Tenth Five-Year Plan has been a turning point in the structure of adding to the fleet. Thus, large-tonnage ro-ro vessels were built of the "Murmansk," "Kapitan Smirnov," and "Skul'ptor Konenkov" types, container vessels of the "Khudozhnik Sar'yan" type for 700-800 containers and the "Kapitan Sakharov" type for 350-400 containers, the specially-built ferries of the "Gerol Shipki" type for 108 railroad cars, lighter carriers of the "Yulius Fuchik" type for 26 barges, bulk carriers for Arctic service of the "Ivanov Donakoy" type with a deadweight of 19,000 tons, tanker product carriers of the "Komandarm Fed'ko" type with a deadweight of 25,000 tons, and many other vessels. The icebreaker fleet has received the atomic-powered icebreakers "Arktika" and "Sibir'," as well as the shallow-draft ice carriers of the "Kapitan Sorokin" type.

The heroic voyage of the atomic-powered diesel vessel "Arktika" to the North Pole was an outstanding achievement of Soviet science and technology. In the congratulations to the participants of the experimental voyage of the nuclear-powered vessel "Arktika" which reached the North Pole there are the following words by the General Secretary of the CPSU Central Committee and Chairman of the Presidium of the USSR Supreme Soviet, Comrade L. I. Brezhnev: "Your voyage in honor of the 60th anniversary of the Great October Socialist Revolution has been carried out on the world's most powerful icebreaker built by the hands of the glorious Leningrad shipbuilders and power workers and embodying the most recent scientific and technical achievements of Soviet scientists and specialists."

Considering the needs of the nation, the experience of operating the specialized fleet, and the scientific and technical achievements, work is being continued on designing new vessels. Characteristic of the plans for vessels which will be commissioned in the 11th Five-Year Plan are a high level of automation and wide use of complex advanced technology.

The fleet is to be filled out with multipurpose dry-cargo vessels with a deadweight of 15,000-20,000 tons, "ecological" type tankers with a deadweight of 65,000 and 25,000 tons, icebreaker-transport dry-cargo and tanker vessels of several types for operation in the Arctic. Lighter carriers of the iERh class will be built for 80 lighters with a cargo-carrying capacity of 500 tons each.

The shore facilities of maritime transport are being further developed. Over the 4 years of the current five-year plan, 5.7 km of piers have

already been put into operation with a technical productivity of 39.3 million tons of cargo per year, 1.7 km of piers at the ship repair yards, 60,000 m² of production shops at the ship repair yards, and other production-end projects which are important for maritime transport.

Since 1973, the international ferry service linking our nation with fraternal Bulgaria has been successfully in operation. The first stage of the facilities has been built in the mouth of the Danube River for handling lighter carriers, and a new shop has been built in Kiliya for building lighters. Container terminals have been further developed at the Lenin-grad, Riga, Il'ichevsk, Vladivostok, Magadan, Petropavlovsk and Vostochnyy ports. A shop producing 5,000 international-standard containers a year has been built at the Il'ichevsk ship repair yard for supplying container services.

At the oil port of Sheskhari, a deep-water oil pier has been put into operation, and this is capable of receiving tankers with a deadweight of 150,000 tons, while at Vostochnyy port there is a specialized unit for loading coal and having a productivity of 5 million tons a year.

At present, 36 transport centers based on the major maritime ports have been converted to operating under the continuous schedule plans of the MFF together with the MPS [Ministry of Railroads] and the other transport ministries. With all the difficulties, in 1979, the system of continuous planning introduced at the transport centers on the basis of intercoordinated operating schedule plans of related transport services has had a positive influence on the operating results of the ports. This has made it possible to reduce the processing time of the vessels by 5-6 percent, by 7-12 percent for railroad cars, and 15-20 percent for motor vehicles.

The continuous schedule plan makes it possible to coordinate the activities of the various types of transport within the transport centers on the basis of scientifically based standards. This schedule plan in essence is a higher form of managing the shipping process, making it possible to achieve the most efficient utilization of the material and labor resources of all its participants for maximum satisfaction of the national economic requirements with minimum expenditures.

In 1979, the MFF completed the coastal shipping plan by 103.9 percent, and under heavy ice conditions our vessels delivered all the requested cargo to the destinations in the Arctic and Far North.

Port operations require a major improvement. In comparison with 1978, the vessel stoppages increased in them, and the indicators declined for ship processing. A significant accumulation of imported freight has been permitted. At present, when each working minute is assuming particular importance for production, losses caused by absences without leave and other violations of labor and production discipline, personnel turnover and injuries become all the more intolerable.

During the concluding year of the Tenth Five-Year Plan all the collectives of maritime transport are confronted with major and honorable tasks in carrying out the decisions of the November (1979) Plenum of the CPSU Central Committee and to successfully carry out the plans and quotas of the five-year plan. In 1980, in comparison with last year, income from overseas shipping should increase by 7.4 percent, profits by 9.9 percent, and 1 percent more cargo should be carried in coastal services.

In endeavoring to properly celebrate the 110th anniversary of the birthday of V. I. Lenin, the maritime transport workers have promised to successfully conclude the Tenth Five-Year Plan, to transport 1 million tons of cargo in coastal shipping above the plan, to overfulfill the fleet operations plan in overseas shipping by 0.5 percent, and in the ports transship 2 million tons of import-export and national economic cargo above the plan. Obligations were assumed to obtain an economic effect totaling 1.9 million rubles above the plan from introducing scientific research and to turn out 500,000 rubles of additional product from the industrial enterprises in the NSO [?Shipbuilding Association].

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PECULIARITIES IN RATING MARITIME SHIPPING PERFORMANCE

MOSCOW VODNYY TRANSPORT in Russian 30 Oct 79 p 2

[Article by S. Koryakin, doctor of economic sciences and professor, and G. Toporov, chief of the Economic Planning Section of the Baltic Shipping Line: "How to Evaluate Maritime Fleet Operation"]

[Text] The CPSU Central Committee and USSR Council of Ministers decree, "On Improving Planning and Strengthening the Influence of the Economic Mechanism on Increasing Production Efficiency and Work Quality," requires transport ministries to develop their proposals on these matters, taking into account the specifics of the economics and the technology for hauling cargo and passengers. The maritime fleet does the lion's share of its operations--the movement of freight--abroad. Under these circumstances, operating-cost indicators have priority over in-kind indicators in planning. An evaluation of maritime-tonnage operation in accordance with the "gross"--in ton-miles--has long since been considered an anachronism. The operating activity of the maritime transport fleet should be evaluated by income for coastal hauling and by net proceeds for foreign hauling.

The five-year plan now is the chief form of planning with regard to time. Accordingly, operating plans must be computed on the basis of this period. The liner-type system of navigation creates concrete prerequisites for making up ship five-year plans. The planned assignment of tonnage for a lengthy period of time to one route enables the crew to get to know the economics and the mercantile and operating conditions for navigation in specific areas of the World Ocean more deeply, enabling the ship to be used more effectively.

The annual plan is now being developed on the basis of tasks and standards incorporated in the five-year plan. The shipping line should have the right to make the annual plan specific and to revise it, based on, for example, the interplay of the world chartering market. In calculating the annual plan, which begins with the shipping line, counterplans advanced by the ships' crews must be considered. It is mandatory that they be coordinated with material resources and included in the structure of the annual plan. Until now supply organs actually have not been considering counterplans. The mix of cargoes in tons should now be defined in the annual

plan by the shipping line independently, on the basis of clientele orders. Then agreements that include pecuniary responsibility should be concluded for the clients to deliver the commodities to the port and for the shipping line's fleet to haul them. The right to revise the shipping line's five-year plan can remain with the GKhO.

The main reference point of the plan is the final product. On these grounds, the time has come when it is necessary to do away with double accounting for hauling--for dispatch and for completed runs. Only an accounting for completed runs will enable planning quality and the fleet's capacity to be raised and compel ships' crews and shipping-line operating staffs to keep scrupulous track over all elements of the trip, from the start of loading to the completion of unloading.

Operation of the transport fleet in foreign navigation is marked by a high degree of nonuniformity. For stable fulfillment of tasks, it is necessary to plan a reserve carrying capacity for the fleet. Especially since the necessity for planning such a reserve for the maritime fleet is recognized by USSR Gosplan in, "Procedural Instructions and the Development of State Plans for Development of the USSR's National Economy." According to our assessment, it should be 10-12 percent of the actual throughput of the dry-cargo fleet.

Improvement of planning should also cover economic indicators. In the maritime fleet the labor productivity calculation is checked in accordance with income instead of ton-miles. And an increase in the share of haulage of finished goods that pay high rates, containerized cargo, and commodities in liner-type and regular traffic indicates that only a calculation of the seamen's labor productivity in accordance with the operating cost indicator will reflect the actual situation.

Under a new procedure for shipping-lines planning, production plans should be coordinated with the material resources that are allocated by USSR Gossnab organs. The decree calls for a system of measures for strengthening direct managerial ties and forms of guaranteed supply. Such a system justifies itself if the pecuniary responsibility of, for example, Neftesnab, which permits interruptions in the delivery of fuel and thus causes idle ship time, will cover all the harm, not just partial harm, to the fleet.

The decree strengthens cost-accounting principles in economic relations at all levels. The privileged position of the railroads, which, under the situation that now exists, bear less responsibility than the shipping lines, should be eliminated.

Now the standards for the indicators for forming funds, which, in the maritime fleet, include gross profitability, profit and labor productivity, should become stable during the five-year plan. A cost-accounting system that covers production elements, from the primary element to the central element--the ship--the ship--the shipping line--the GKhO--has been organized in the branch. MMF [Ministry of Maritime Fleet] will, in essence, manage

in later years on the basis of self-financing principles, which should be strengthened during the Eleventh Five-Year Plan.

The stability of all five-year plan elements is fortified by the stability, within its limits, of approved wholesale prices, based upon resources for supplying materials and equipment, and stability of the rates for coastal cargo hauling. Rates for foreign hauling should be specified annually because of continuous inflation in the capitalist economy and the rise in prices for fuel and port services. This will correspond to the Code for the Conduct of Liner Conferences, to which the USSR is signatory.

on the whole, MMF's scientific organizations should, in our opinion, be converted to cost accounting; this will help to raise the result-producing capability of research.

In order to monitor yield on capital, which is absolutely necessary where there is high capitalization of maritime transport, valid comparisons and evaluations must be made of shipping-line activity in accordance with the yield-on-capital indicator.

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OCEAN AND RIVER

BELGIAN-SOVIET PORT-SERVICES COMPANY PROSPERS

Moscow VODNYY TRANSPORT in Russian 6 Dec 79 p 3

[Article by S. Borik (Antwerp): "A Good Reputation in the Services Market"]

[Text] A colorful brochure was issued in Antwerp for the company's anniversary. It opens with two messages of greetings.

First Deputy Minister of the USSR Ministry of Maritime Fleet V. I. Tikhonov writes:

"Transworld Marine Agency is the first mixed enterprise of the Soviet maritime fleet and the Benelux countries. The past decade has been a period of development and improvement in servicing of the fleet, which the company has carried out as the general agent. It gives me great satisfaction to greet the management and personnel of the company on the occasion of its anniversary and to express in the name of the shipowners a high appraisal of the efforts of all the workers. I also want to take advantage of this occasion to wish the company prosperity in the future and good health to its personnel."

Yan Khaygebart [transliterated], alderman of the Antwerp port:

"Since the company has been organized in Antwerp, it has become one of the city's leaders. The constant expansion of its activity is setting new records. Thus the company has celebrated its 1,500th ship call of the year at Antwerp. A new landmark in its development is its 10th anniversary. My most sincere congratulations to the Soviet and Belgian partners. I express hope, which I beg you to accept as a firm conviction, that the prospering of the company will continue in the same spirit of good cooperation and trust that has marked the past period of mutual relationships between it and the Antwerp port's management."

There was not enough room in the company's spacious, impressive offices during the anniversary days for the bouquets, gifts and congratulatory messages. Antwerp's most influential companies celebrated the anniversary.

An old journalist's notebook preserves the notes of an interview that the company's first general director gave us almost 8 years ago. Late in the evening, in one of the rooms of the house where the company was first sheltered, Yuriy Nikolayevich Sergeyev said persuasively:

"Common sense gets the better of distrust and open malevolence.... Intelligent businesslike people understand in the final analysis that our concern about improving servicing of the Soviet fleet at Benelux ports is not only a natural protection of our own interests. It is equally advantageous from another standpoint--the fleet tries to put in more often at those harbors where it is processed more rapidly and with better quality. Time will convince even the most extreme skeptics and disbelievers of this. And it is strictly an honorable partnership. Certainly, we do not have to prove that we are being guided only by such designs. The more quickly that local business circles are convinced of this, the quicker Antwerp will become aware of the gains."

The company, while it was getting established, experienced many difficulties of the most diverse kinds. But common sense proved stronger.

A Word about Statistics

It is known that each year Soviet ships visit more than 1,400 ports of 120 countries of the world. First place in number of Soviet ship calls in 1978 went to Antwerp. The Transworld company last year serviced in Benelux ports about 17 percent of all ships of the USSR MMF [Ministry of Maritime Fleet] fleet that called at ports of capitalist countries.

Here are some figures that show the dynamics of growth in volume and quality of Transworld's activity. While in 1970 the company serviced 817 ships, in 1978 the figure was 3,353 ships (410 percent), which hauled, respectively, 2.2 million and 17.5 million tons of cargo (a growth of 851 percent).

There has been a considerable change in the role of Antwerp, which has proved to be, thanks to the sober and realistic policy of the Belgian authorities, a center of activity of Transworld and a number of other mixed Soviet-Belgian companies--Sovnafta, Skaldisya-Volga, Rusalmaz and so on. While back in 1974, 1,231 Soviet ships that hauled almost 4 million tons of cargo called at this port, in 1978, 1,274 ships, which hauled a bit less than 8 million tons of cargo, did so (the number of ship calls increased insignificantly because of the rising load-carrying capability of the fleet). In 5 years the amount of Soviet-ship cargoes handled in Belgian ports increased by 87 percent.

A few more figures. During this same period idle port time of the Soviet fleet at these ports during loading was reduced by almost 30 percent. Such an appreciable gain of time gave Soviet shipowners operating advantages. And so they began to specify requirements that freight be destined for those places where it is processed more quickly. The laws of economics and practical sense, which linguistic and other barriers do not

threaten, if preconceptions about political characteristics are set aside, took effect.

"Today it is obvious to all: we are receiving additional business and we are providing employment for no small number of workhands," said Trans-world's president, Belgian entrepreneur Zh. Stoop [transliterated] at the anniversary celebration. His listeners were more than 400 entrepreneurs and representatives of business circles of Antwerp and other European ports.

Along the Path of Rationalization.

We will not deceive ourselves: the acceptance of the company and its good reputation in the services market has not at all reduced the severity of stiff competition. Western propaganda persistently suggests the idea that it is necessary to restrict the activity of the Soviet liner fleet in the world market. The company has continued to work on rationalization of the servicing of the fleet under such difficult conditions.

For the liner-type shipping line, the company has unified the stevedoring services for ships of CEMA member countries. In coordinating work on the loading of ships engaged on the Yunilevant, Rikona and other lines, the company has made up skillful cargo plans for maximum use of the ships' load-carrying capability, has developed programs for handling ships and recommendations for stevedores, and so on. The company has introduced a computer program for a "marketing plan" for lines that are serviced by the company in Belgian and Netherlands ports.

In handling the tramp fleet, main attention is being paid to the proper organization of loading and unloading and maximum closeness to an optimal regime, considering the capitalist market for services. The company has also undertaken certain operations for cargoes of the Soviet-Belgian trade; this provides unity for all links of the transport chain and helps to reduce the transport expenditures of foreign-trade associations.

Finally, the company participates actively in expanding container hauling. The number of containers handled increased by 7.7 percent in 1978 over 1977 (in Belgian ports--even by 10.8 percent).

Reduction in moorage time, which is a chief area of the company's work, has already been mentioned above. The gain for the past year as a whole was 30 percent. Our shipping lines have received from this a substantial saving of operating time that brings in additional income.

Expanding the Sphere of Services

VODNYY TRANSPORT's pages have already told about a daughter enterprise of the company--the Ellayd Stividorz [transliterated] stevedoring-tallyman company.

"Developing its activity in three main areas--stevedoring operations, tallying services and storage operations," says Belgian Captain Kollson [transliterated], president of the company, "we have achieved appreciable advances: the volume of work in 1978 increased by almost 10 percent over 1977. Searches are being made for new ways to cut the idle time of the fleet while it undergoes cargo operations."

In this connection, a report that appeared recently in the pages of the Brussels newspaper LLOYD ANVERSUA [transliterated] is of interest. The article's author, Van den Bosh, writes: "It is now well known to all that the Soviet shipping line is firmly established in Antwerp." The stevedoring company, as the newspaper writes, has at its disposal several leased piers in Antwerp and it uses the services of other enterprises under contract. But because of the increased amount of containerized and trailer hauling, this company has tried more than once, unsuccessfully, to obtain an opportunity to equip its terminal in Antwerp. As the newspaper emphasized, such opportunities are extremely limited in the port of Antwerp. Then efforts were undertaken to search for them in another place. Zeebrugge was decided upon. "From internal sources, it is well known to us that 'Ellayd'," writes the paper, "intends to open its own container terminal there....It is expected that its productivity will be 27 containers per hour....If the contract with Zeebrugge is signed, then the Ellayd Stividorz terminal will go into operation in 1982, at which time a new sluice will start operation there."

After the Watch...

Each day there are, on the average, about 10 Soviet ships in Antwerp, on board which as many as 500 seamen live and work. In the winter months this number sometimes is doubled. The company took upon itself a major portion of the concern for organizing cultural spare-time activity and the active recreation of our seamen. The company maintains a special tourist bus, on which excursions to historic and attractive places are organized. This single bus has up to now served about 20,000 seamen.

For several years now the company has had at its disposal a major potential for active recreation of crew members. This refers, of course, to the pride of the company, a sports complex that is far from noisy city streets. Three crews can relax there simultaneously.

The visitors' complex book contains a multitude of the nicest seamen's testimonials. Here are two of them: "The crew of the motorship 'Petrovskiy' of the SMP [Northern Maritime Shipping Line] had excellent relaxation and spent remarkably a day-off that was rare for seamen. Everyone was well 'revived' with good spirits and energy. We are ready for new voyages. Many thanks for the attractive sports base and excellent services."

"We express deep gratitude for the cordial reception. Your excellent attitude toward seamen helps in the full output of moral and physical

strength in long-distance navigation for the benefit of our beloved mother-land. Seaman Danilov and Machinist Malinovskiy. The ship 'Mozdok'."

Such feelings of gratefulness were expressed last year by almost 10,000 Soviet seamen who had relaxed at the Antwerp sports complex.

Once, during an official visit to Belgium, USSR Ministry of the Maritime Fleet T. B. Guzhenko visited the sports complex and also expressed the deepest satisfaction about the active relaxation for personnel afloat.

Captain Tulihev Insists...

During the last visit to Antwerp I managed to become closely acquainted with the crew of one of the large tankers. The seamen had been fulfilling an important task of the shipping line for many months. For a long time they had stayed at one of Antwerp's piers.

With a feeling of having fulfilled a duty, Captain V. I. Tulihev, Senior Mechanical Engineer and Candidate of Engineering Sciences I. P. Goryainov, and First Mate A. M. Man'kov told about all the complex aspects of the crew's work.

"It is right to share with our Soviet director of Transworld our joy at the success of the business. I ask that our opinion be expressed in the press," announced the captain.

Interrupting each other, the Soviet sailors said many good things about the specialists who work at Transworld. They wanted to say that the indefatigable I. K. Yudin, who is well known to all the Far Easterners, is, in Antwerp, the favorite of Soviet sailors with whom he had been in Vietnam at one time. They insisted on finding out from the pages of the seamen's newspaper of the Northern Shipping Line that their alumnus S. N. Burykin is struggling sturdily to load our liner-type shipping line, and former coworker N. I. Khomen' is taking the reins of control of his work section with increasing confidence. They always find it possible to satisfy the sailors' requests. And what cordial warmth L. A. Dubonosov reserves for them! Along with V. A. Vinogradov, he executes the "unpiloted guidance" of Transworld's complicated activity in the labyrinth of finance.

And finally they ask to testify to their deep respect for the "captain" of Transworld, general director, captain of long-distance navigation and candidate of economic sciences M. A. Kurbatov. Some years ago he replaced at this port one of the company's founders, Yu. N. Sergeyev, and he has done much to strengthen the company's reputation in a special market--the services market.

The company's staff workers recall with a kind word those who in their time, along with Sergeyev, began this job of unusual complexity: V. Ustinov, I. Gromov, Yu. Aleynikov and others. Those who were able to enter quickly into contact with the Belgian partners and move Transworld along an unprecedented channel.

V. I. Tuliyev expressed himself no less warmly about the attentive and unfailingly well-intentioned attitude toward Soviet sailors on the part of the Belgian members of the company. And also about all those who are doing their modest bit to strengthen collaboration for the welfare of our peoples.

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OCEAN AND RIVER

BRIEFS

MARITIME FLEET STAFF PERSONNEL--By order of the ministry, Arnol'd Yevgen'yevich Stepanov has been named Deputy Office Chief and Chief of the Inspectorate under the Ministry of Maritime Fleet. [Text] [Moscow VODNYY TRANSPORT in Russian 24 Jan 80 p 3] 11409

CASPIAN SEA TANKERS--Baku. Tankers named in honor of young guardsmen (designed by Volgobaltsudoprojekt [Design Office of the Volga-Baltic Waterway] and built by Navashino shipbuilders) have been sailing the Caspian for a quarter of a century. The lead motorship of this series, the "Oleg Koshevoy," became our country's first small-draft maritime tanker, which was designed for hauling cargo with calls at Volga ports without transshipment. And today the tankers "Ul'yana Gromova," "Lyubov' Shevtsova," "Sergey Tulyenin," and "Ivan Zemnukhov," are carrying on the labor campaign. But the building slips of the Volgograd Shipbuilding Yard are getting ready to replace them. At the end of September the lead ship of the new series of "Oleg Koshevoy" tankers, with a deadweight of 4,900 tons, was launched. The Caspian Shipping Line will transfer the new ship to the Astrakhan Maritime Fleet Administration. [Text] [Moscow VODNYY TRANSPORT in Russian 9 Oct 79 p 4] 11409

MARITIME FLEET STAFF ORGANIZATION--In order to increase the efficiency of monitoring of the branch's execution of party and government decisions and of decisions adopted by the ministry itself, and also in order to improve the organization of duty performance and of business correspondence and to introduce computer-management equipment resources and the scientific organization of managerial work more widely, an Administration of Affairs has been established in the central apparatus of the MMF [Ministry of Maritime Fleet]. Leonid Ivanovich Paladich has been named chief of the administration. [Text] [Moscow VODNYY TRANSPORT in Russian 26 Feb 80 p 1] 11409

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